

DRAFT

Environmental Assessment

Runway Shift and Other Improvements

Dallas Executive Airport

Dallas County, Texas

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Prepared by
The Texas Department of Transportation Aviation Division
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This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA Official.

Responsible TXDOT Official

Date

Responsible FAA Official

Date

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Document Preparers and Qualifications

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ACRONYMS

AEDT 2B	Airport Environmental Design Tool
AMP	Airport's 2012 Master Plan Update
ASDA	Accelerate-Stop Distance Available
ASOS	Automated Surface Observation System
BMP	Best Management Practices
AST	Aboveground Storage Tank
CAA	Clean Air Act
CE	Categorical Exclusion
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CH ₄	Methane
CO	Carbon Monoxide
CO ₂	Carbon
dBA	A-weighted decibels
DNL	Annualized day/night average sound level
EA	Environmental Assessments
EDR	Environmental Data Resources, Inc.
EIS	Environmental Impact Statement
EMAS	Engineered Material Arresting System
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
GHG	Greenhouse Gas
GPS	Global Positioning System
HMTA	Hazardous Materials Transportation Act

HFC	Hydrofluorocarbons
ILS	Instrument Landing System with glideslope antenna
IPCC	Intergovernmental Panel on Climate Change
LDA	Landing Distance Available
LDIN	Lead-in Lighting
LPST	Leaking Petroleum Storage Tank
KRBD	Dallas Executive Airport (FAA call letters)
MALS	Medium Intensity Approach Lighting System
MBTA	Migratory Bird Treaty Act
MIRL	Medium Intensity Runway Lights designated for use in delineating the sides of a runway
MITL	Medium Intensity Taxiway Lights designated for use in delineating the sides of a taxiway
N ₂ O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHMC	Non-methane hydrocarbons
NO ₂	Nitrogen dioxide
NOX	Nitrogen oxide
NPIAS	National Plan of Integrated Airport Systems
NPL	National Priorities List
NRC	National Response Center
NRCS	Natural Resources Conservation Services
NRHP	National Register of Historic Places
O ₃	Ozone
ODP	Obstacle Departure Procedure

OFA	Object Free Area
PAPI	Precision Approach Path Indicator
Pb	Lead
PFC	Perfluorocarbons
PM _{2.5}	Particulate Matter (2.5 micrometers or less in diameter)
PM ₁₀	Particulate Matter (10 micrometers or less in diameter)
RCRA	Resource Conservation Recovery Act
REIL	Runway End Identifier Lighting
RNAV	Runway Area Navigation
ROFA	Runway Object Free Area (ROFA) also known as Object Free Area (OFA)
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RW	Runway
SF ₆	Sulfur hexafluoride
SHPO	State Historic Preservation Officer
SO ₂	Sulphur dioxide
SOX	Sulphur oxide
SWPPP	Storm Water Pollution Prevention Plan
TCEQ	Texas Commission of Environmental Quality
THC	Future Total Hydrocarbons
The code	Antiquities Code of Texas
TODA	Take-Off Distance Available
TOC	Total Organic Carbon
TOG	Total Organic Gases
TORA	Take-Off Run Available

TPWD	Texas Parks and Wildlife Department
TSCA	Toxic Substances Control Act
TxDOT	Texas Department of Transportation
TXNDD	Texas Natural Diversity Database
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
VASI	Visual Approach Slope Indicator
VCP	Voluntary Cleanup Program
VOC	Volatile Organic Compound

1. INTRODUCTION

The Dallas Executive Airport, formerly Redbird Airport, is a general aviation facility owned and operated by the City of Dallas (the City). The Airport's Federal Aviation Administration (FAA) identifier is KRBD. KRBD is located in Dallas County, Texas, in the southwestern portion of the City of Dallas (Figure 1-1). The airport reference point is latitude 32° 40' 51.1" N and longitude 96° 52' 05.5" W.

The City completed a *Draft Final Dallas Executive Airport Master Plan* (the Plan) dated February 2013 to inventory the existing facility, identify current and future aviation use, and determine the type of improvements needed to safely and efficiently meet current and anticipated aviation demand. A copy of the Plan can be provided upon request. The Plan reflects the most recent FAA Airport design criteria, recommendations, and forecasts. The Plan includes an analysis of domestic aviation forecasts based upon the *FAA Aerospace Forecast Fiscal Years 2011-2031* dated March, 2011 (FAA 2011). Domestic turboprop and jet use at KRBD is expected to increase at an average annual rate of 3.1 percent while the jet portion of the fleet is expected to grow at an average annual rate of 4.2 percent over the forecast period. Regional aviation forecasts are related to the projected growth of economy and the population base in the Dallas/Ft. Worth area.

The Airport Layout Plan (Figure 1-2) illustrates the current and ultimate airport configuration. The Airport Master Plan identified deficiencies in the Runway Safety Area (RSA), Runway Object Free Area (ROFA), and Runway Protection Zone (RPZ) of Runway 13-31. The RSA is an area surrounding the runway that reduces the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. The ROFA is an area on the ground that is kept free of objects, except for objects required for air navigation or aircraft ground maneuvering. The RPZ is a trapezoidal-shaped area beginning 200 feet from the runway pavement end and designed to enhance protection of people and property on the ground. Its dimensions are determined partly by the aircraft design group, and always by the runway approach type and minima. The FAA standard for the RPZ is intended to keep it free of any uses that would promote the congregation of people for extended periods of time. As shown on Figure 1-3, the existing RSA and RPZ for Runway 13-31 include incompatible land uses such as city streets, U.S. Highway 67, and residential/commercial properties.

Runway 13-31, the airport's longest and primary runway, is presently 6,451 feet long. Although the runway length available for take-off and landing could be shortened, thereby shifting the RSA and RPZ onto more compatible land uses, any runway length below 6,000 feet would impact operations in a way that would prohibit some existing operators from regularly using the airport. The Runway 13 end does not currently meet RPZ standards because it presently extends beyond airport property over public streets and commercial land uses. The Runway 31 end does not meet standards for RSA, ROFA, or RPZ. The Runway 31 RSA and ROFA are deficient because they are shorter than the required distance by FAA. The Runway 31 RPZ is deficient because it presently extends beyond airport property over U.S. Highway 67, public streets, and commercial and residential land uses. The proposed action should consider both the need to maintain as much length for Runway 13-31 as possible, while complying with FAA airport design recommendations. The relocation of federally owned navigational aids will be required as result of the action to correct the RPZ deficiencies.

Title 49 USC 47128 authorizes the FAA State Block Grant Program (SBGP), by which state participants in the program, such as the Texas Department of Transportation Aviation Division, are authorized to take airport actions under the Airport Improvement Program (AIP) that would normally be under FAA Office of Airports (ARP) scope. These actions thus become State actions under the SBGP. Therefore, in accordance with FAA Order 5050.4B, Paragraph 210.b, states participating in the SBGP are responsible for the following airport actions at their non-primary airports:

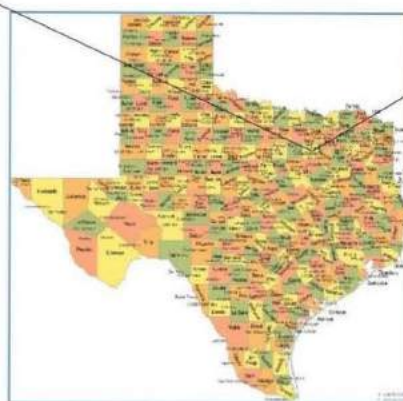
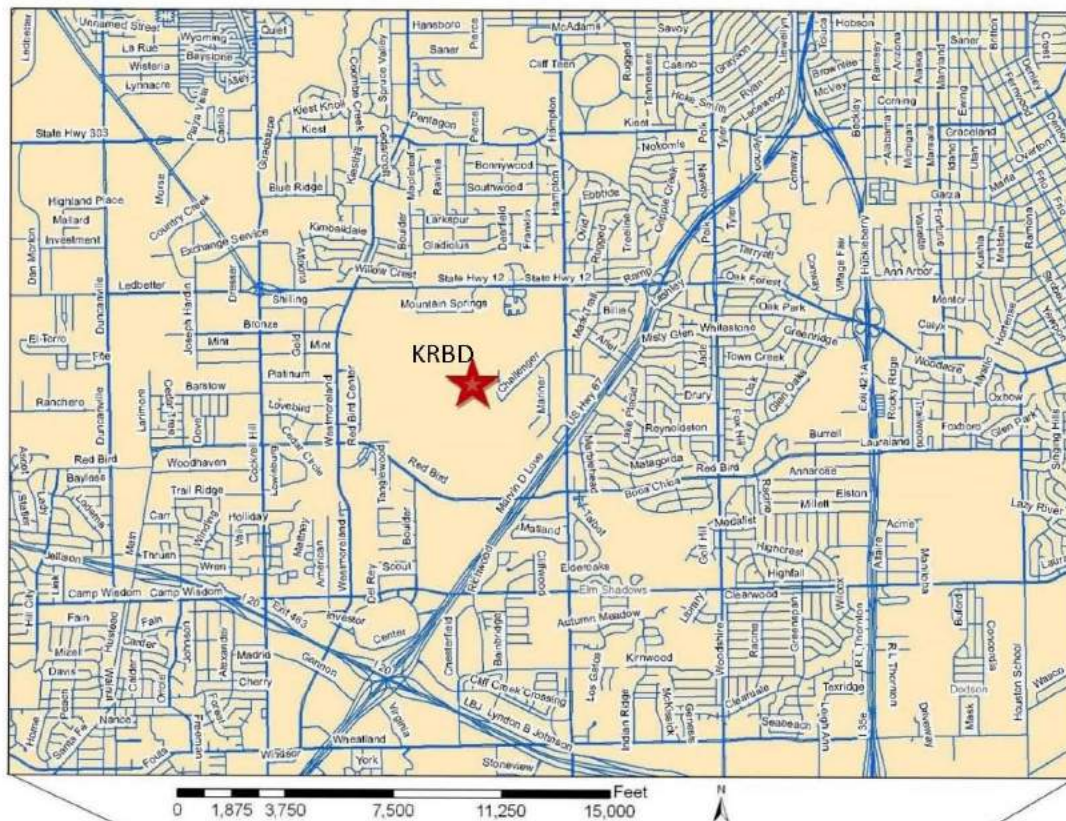
- Determining the eligibility and timing of airport actions;
- Approving SBGP funds to finance airport actions;
- Approving Airport Layout Plans (ALPs) and changes to them;
- Approving real property maps attached to ALPs;
- Reviewing safety or phasing plans; and
- Inspecting the airports for compliance with SBGP grant assurance obligations.

Certain airport actions, however, are not authorized under the SBGP and are outside its scope. Therefore, in accordance with FAA Order 5050.4B, Paragraph 213, various FAA organizations retain oversight and NEPA responsibilities for the federal actions listed below:

- SBGP airport actions for which the SBGP agency requests AIP discretionary funds to supplement SBGP funding for a specific airport project at a specific location and ARP provides those funds.
- Airport noise compatibility planning, including approval of airport noise compatibility programs under 14 CFR Part 150.
- Airport land releases, including approval of such releases.
- Issuing Part 139 certifications.
- Installing or moving FAA-owned navigational equipment.
- Establishing or revising air traffic and flight procedures.
- Completing airspace reviews for ALP approval under 14 CFR Part 157 and FAA Order 7400.2E, Procedures for Handling Airspace Matters.

In accordance with FAA Order 5050.4B, Paragraph 214.b(2), regional or district FAA ARP officers are responsible for this Environmental Assessment or portions of it addressing impacts of actions listed in paragraph 213.a-d that are connected to the SBGP action. Non-ARP FAA organizations are responsible for this Environmental Assessment or portions of it addressing impacts of actions listed in paragraph 213.e-g that are connected to the SBGP.

The format and subject matter included within this report conform to the requirements and standards set forth by the FAA as contained within FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

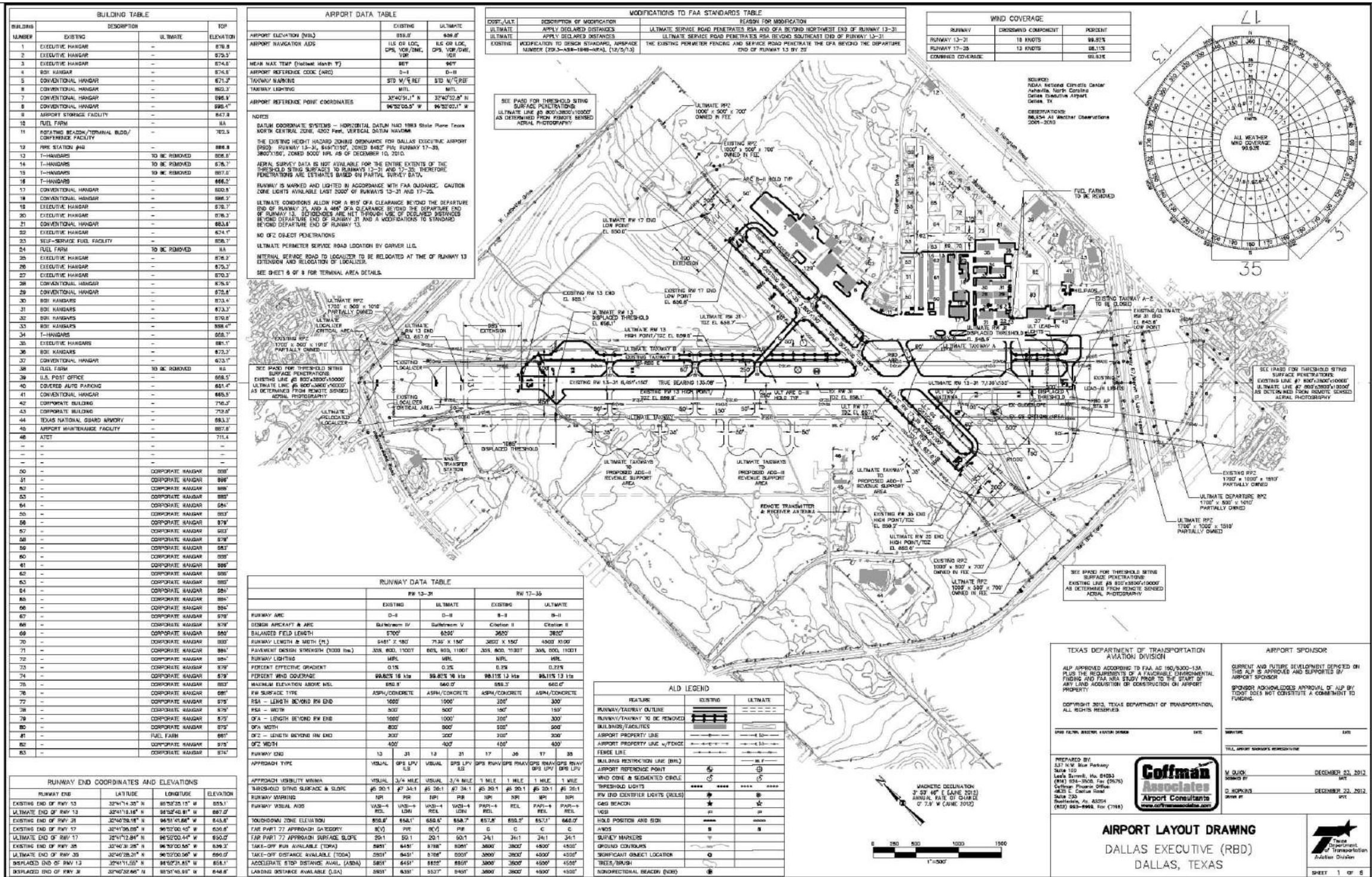


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Prepared by: J. Kemmey
09/08/14

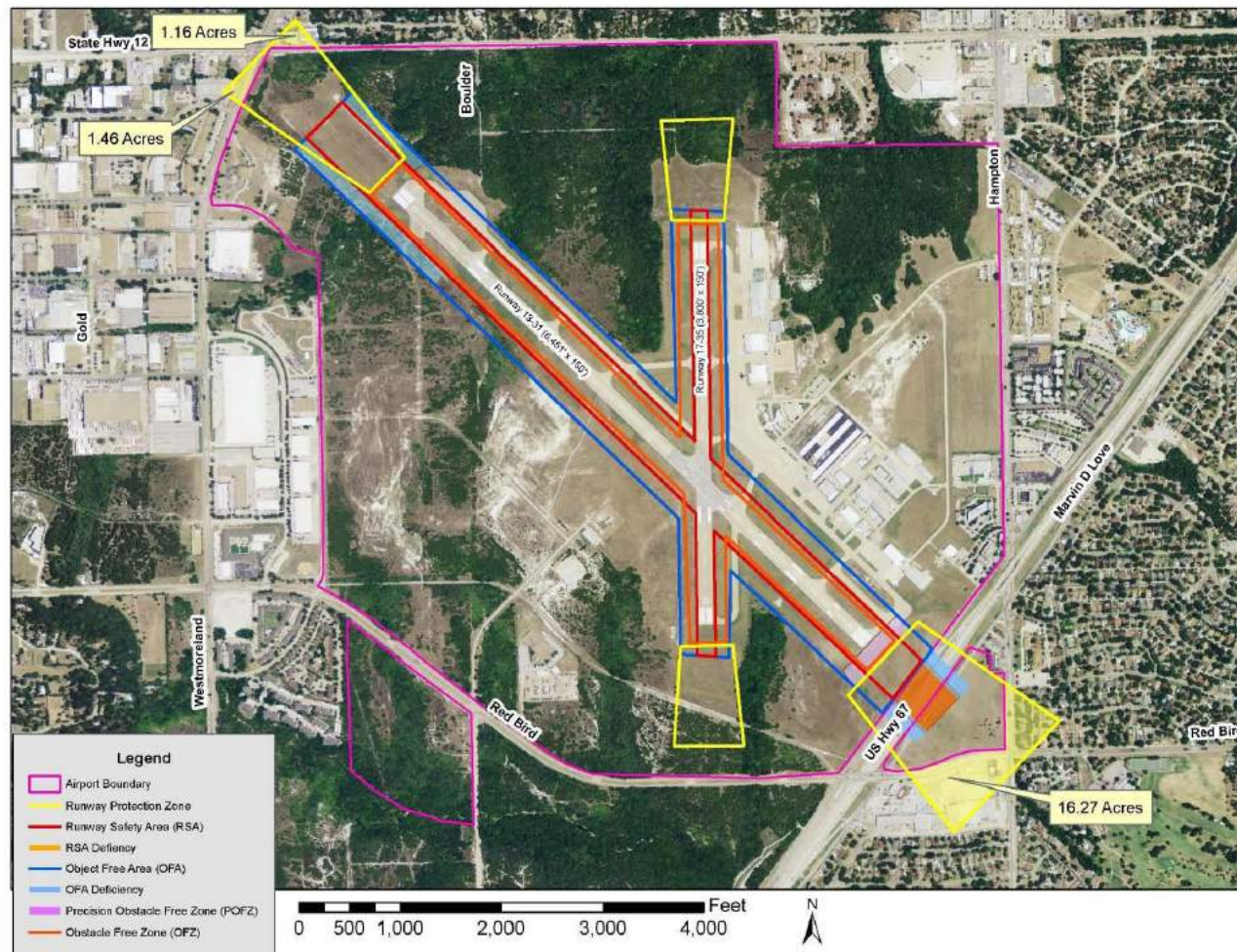


Figure 1-1. Site Location Map.



Dallas Executive Airport
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Source: TXDOT Aviation Division



Dallas Executive Airport
Project 14.017.03.F

Source: Dallas Executive Airport Master Plan.



Figure 1-3. Existing Safety Areas for Runways.

2. PURPOSE AND NEED

The Purpose and Need of the proposed project is to comply with FAA guidance and policies to improve the safety and protection of people and property on the ground by correcting identified deficiencies in the RPZ of Runway 13 and the RSA, ROFA, and RPZ of Runway 31. TxDOT Aviation conducted an RPZ Analysis and Runway Shift Analysis of the current facility design. The report revealed deficiencies in airport design standards for the RSA and identified certain incompatible land use within the RPZ. Based on these findings, proposed shifting the RW 13 end point 685 feet northwest, displace thresholds at both ends of Runway 13-31, and implement declared distances to remedy the RSA, ROFA, and RPZ shortcomings to the extent practicable.

FAA runway protection design standards for aircraft that currently use and are anticipated to use the facility are outlined in FAA Advisory Circular 150/5300-13A (FAA 2014). FAA Advisory Circular 150/5300-13A increased the dimensions and thresholds for the RPZ and ROFA, and runway designs for safety reasons for current airport operations as well as any future operations. The specific RSA and RPZ deficiencies at KBRD are that (1) the runway 31 RSA and ROFA are less than the FAA-required 1,000 feet and (2) the Runway 13-31 RPZ includes area outside of the airport boundary at both ends and includes incompatible land uses such as city streets, U.S. Highway 67, and residential/commercial properties. FAA memo Interim Guidance on Land Uses within Runway Protection Zone (FAA 2012b) encourages the “airport owner has control over the RPZ land in order to achieve the desired protection of people and property on the ground. Although the FAA recognizes that in certain situations the airport sponsor may not fully control land within the RPZ, the FAA expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land uses.”

KRBD plays an important role in the economic development of the regional economy. The airport is in the National Plan of Integrated Airport Systems (NPIAS). Considerable capital investments have been made to maintain the airport’s ability to provide service that links regional, state and national aviation networks. The runway and associated runway protection and safety area improvements are also needed to maintain the airport’s role in the regional economy and provide safe and efficient activities.

3. PROPOSED ACTION

The City proposes to meet airport design criteria by:

1. Shifting the Runway 13 endpoint by 685 feet northwest and all associated improvements (including grading and drainage improvements).
2. Displacing the Runway 31 threshold by 500 feet to the northwest.
3. Displacing Runway 13 threshold by 1,085 feet to the northwest and implementing declared distances.
4. Restriping Runway 13 to narrow the runway from 150 feet to 100 feet wide with 25 feet paired shoulders.
5. Extending Taxiway B to the shifted Runway 13 end.
6. Relocating the localizer, glideslope, runway lighting, and automated surface observation system (ASOS); replacing the visual approach slope indicator (VASI); and installing a new precision approach path indicator (PAPI) at RW 13-31.

The Federal actions necessary for implementation of the proposed airport improvements are:

1. Relocating the localizer, glideslope, runway lighting, and automated surface observation system (ASOS); replacing the visual approach slope indicator (VASI); and installing a new precision approach path indicator (PAPI) at RW 13-31.
2. Revising or amending all necessary air traffic procedures to accommodate the proposed action, including:
 - a. Runway 13 Conventional Obstacle Departure Procedure (ODP);
 - b. Runway 31 arrival Area Navigation (RNAV) Global Positioning System (GPS) Procedure;
 - c. Runway 31 arrival conventional procedure.
3. The determination of eligibility for Federal funding under 49U.S.C.§47101etseq for the proposed airport development.

The State actions necessary for implementation of the proposed airport improvements are:

1. Unconditional approval of the portion of the Airport Layout Plan (ALP) depicting the proposed project as described within Section 3 of this document.

2. The determinations under 49 U.S.C. Sections 47128 relating to the authority of the State to administer the State Block Grant Program including funding determinations in accordance with 14 CFR Part 156 and 49 USC §§47106 and 47107.

These actions are part of a series of alternative improvements described in the Plan. The actions that are the subject of this EA are detailed in Figure 1-2 and summarized in Figure 3-1.

The two major proposed actions are the shift of Runway 13 by 685 feet northwest and the displacement of both thresholds on Runway 13-31. The remaining actions are necessary to construct the runway and taxiway so that they provide the necessary lighting and navigational support. Temporary runway use during construction will involve relocating the Runway 13 threshold 948 feet. Additionally, declared distances for Runway 13 and 31 will be adjusted during construction to allow for construction staging.

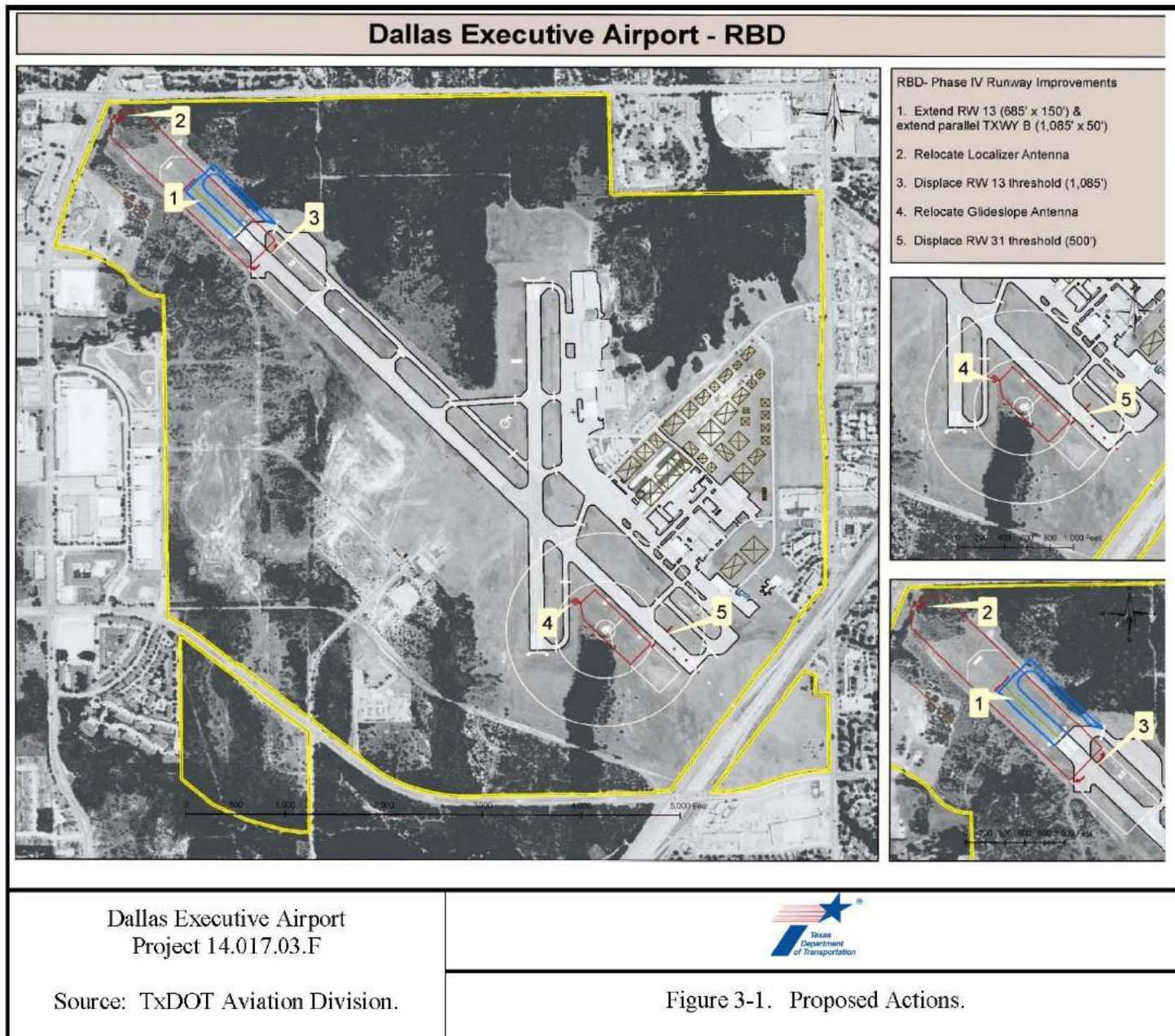
A displaced threshold is a runway threshold located at a point other than the physical beginning or end of the runway. A displaced threshold may be used because obstacles just before the runway, runway pavement condition, or noise restrictions may make the beginning section of runway unsuitable for take-offs or landings.

Displaced thresholds change the declared distances allowed for take-off and landings. Declared distances are the effective runway length that the airport operator declares available for take-off run available (TORA), take-off distance available (TODA), accelerate stop distance available (ASDA), and landing distance available (LDA). Pilots utilize these measurements in their runway length calculations, so this option artificially limits operational runway length.

Displaced thresholds at KRBD would primarily impact take-off calculations by pilots of turbine powered aircraft weighing more than 12,500 pounds that generally need more runway length. Any declared runway length below 6,000 feet would likely impact aircraft operational capacity (maximum gross take-off weight calculations) so as to prohibit certain aircraft from regularly using KRBD.

As part of the ongoing Runway 13-31 reconstruction runway visual approach aids and runway and taxiway lighting will be replaced with new equipment. At the same time, RSA grading and drainage will be improved. The reconstruction project will permanently narrow the runway from 150 feet to 100 feet wide with 25 feet paired shoulders. The electrical replacement element will be sited to accommodate a 100-foot-wide runway. They are being addressed now because the Runway 13-31 will be closed for reconstruction in several phases over the next 2 years.

During construction, Runway 13 TORA, TODA, ASDA, and LDA will be shortened to 5,503 feet. Runway 31 TORA, TODA, ASDA, and LDA will be shortened to 5,634 feet. Runway 13 is shorter than 31 due to adjusting the RSA for the construction staging, which will be located at the end of Runway 13.



4. DESCRIPTION OF ALTERNATIVES

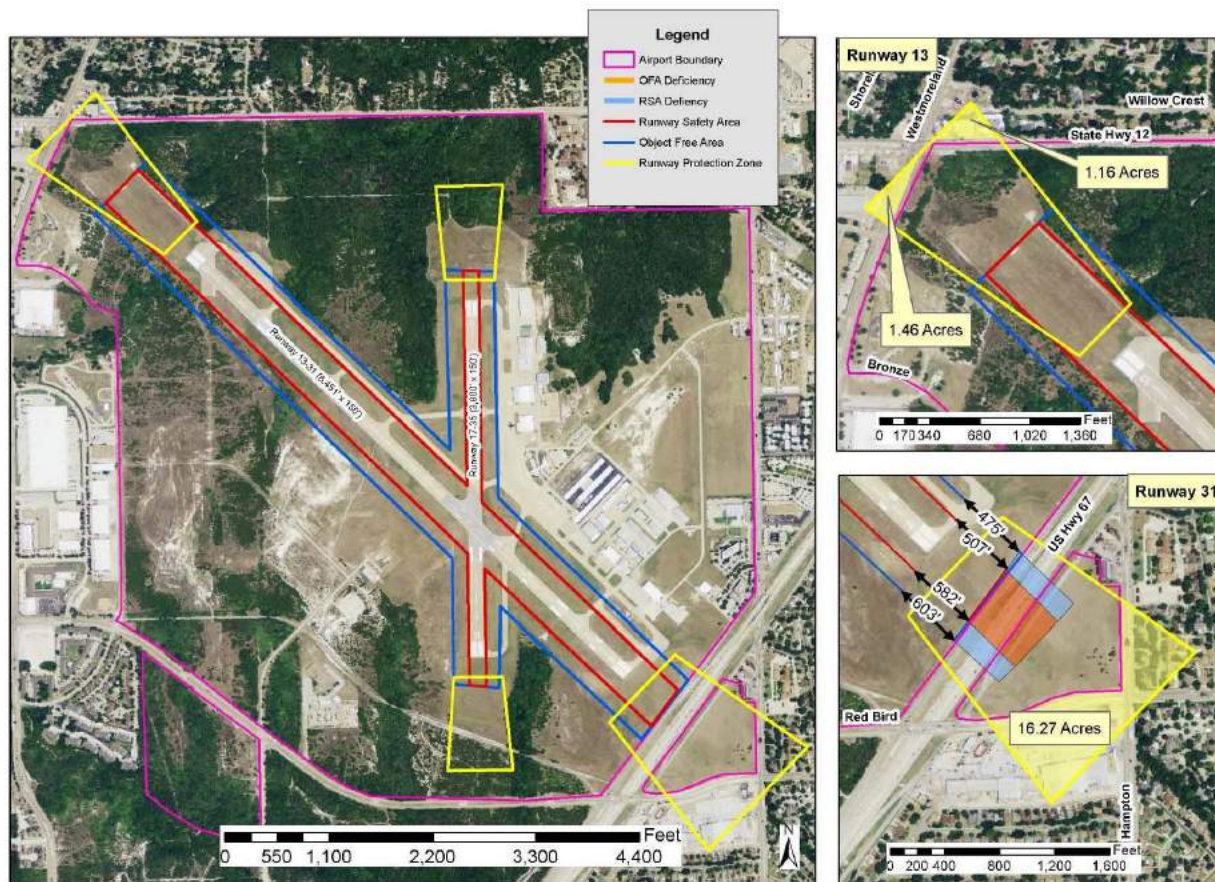
Proposed improvements at KRBD focus on Runway 13-31 and its RSAs and RPZs. The development of alternatives follows the FAA method for performing a Runway Safety Area Determination (FAA Order 5200.8 *Runway Safety Area Program*). FAA Order 5200.8 states that the following alternatives must be considered, in order, to address RSA deficiencies:

- Construct the traditional graded RSA surrounding the runway.
- Relocate, shift, or realign the runway.
- Reduce the runway length where the existing runway length exceeds that which is required for the existing or projected design aircraft.
- Implement declared distances.
- Install Engineered Materials Arresting System (EMAS).
- A combination of runway relocation, shifting, grading, realignment, or reduction.

In addition to the above alternatives, the City included the No Action alternative and proposed alternative actions that maintain the maximum possible runway length in order to allow for the continued use of the runway by large aircraft. The alternatives also include analyses that address the RPZ deficiencies and actions. A glossary of aviation and airport terms is included in Appendix A of the Plan.

4.1 Alternative 1: No Action –Use Existing Aviation Facilities

The “No Action” alternative consists of allowing the airport to remain in its current condition; no new facilities or improvements would be added. KRBD’s current condition is depicted in Figure 4-1. The No Action Alternative would result in short-term financial savings and prevent any negative environmental or socioeconomic impacts potentially associated with the proposed activities. Runway 13-31’s RSA, ROFA, and RPZ would remain deficient, would not meet FAA Order 5200.8, and the safety of aircraft, pilots, and persons on the ground would remain in jeopardy. The No Action Alternative would have no discernible environmental impact; however, it would have potentially negative impacts on the regional economy and transportation system. This alternative is retained for further analysis.



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Source: Dallas Executive Airport Master Plan.



Figure 4-1. Alternative 1: No Action Showing Existing Runway 13-31 RPZ, RSA, and OFA.

4.2 Alternative 2: Provide the Full Runway 31 Runway Safety Area

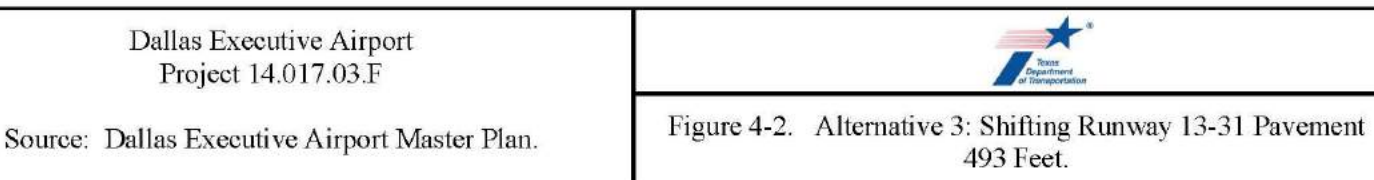
This alternative would provide the full 1,000-foot RSA at the end of Runway 31 by lowering U.S. Highway 67 and its outer roadways. A bridge deck with soil embankment would be constructed to capture the full RSA. The Runway 13 RSA currently extends 1,000 feet and thus meets FAA standards. Southeast of Runway 31, the RSA's first obstruction is the airport perimeter fence at 507 feet, immediately followed by Highway 67. Then the Runway 31 RSA extends over an open field followed by a shopping center and residential area. This alternative would have low biological and ecological impact because most of the impacted areas are already developed. This alternative would be expected to have high social and economic impact due to disruption in traffic and dislocations of families and business. This alternative would require substantial property acquisition and subsequent displacement of many homes and businesses; and it would be cost-prohibitive. The cost of this alternative has a construction estimate of \$138 million. This alternative is not considered further in this EA because it is not practicable.

4.3 Alternative 3: Shifting Runway 13-31 Pavement 493 Feet

This alternative proposes to shift Runway 13-31 to the northwest by removing 493 feet of pavement from the end of Runway 31 and adding 493 feet of pavement to the end of Runway 13 (Figure 4-2). The shift would move the Runway 13 RPZ over commercial and residential property and the intersection of Ledbetter Drive and Westmoreland Road, thus increasing the incompatible land uses under the RPZ. Moreover, it would not achieve the FAA required ROFA, as the runway shift would have to be 525 feet to achieve the ROFA. It would also require the relocation and recalibration of the instrument landing system (ILS) glideslope antenna, and the extension of the parallel Taxiway B. This alternative is not considered viable because the resulting RPZ would still include residences and businesses and therefore it does not meet the purpose and need of the project. For that reason, this alternative is not considered further in the EA.

4.4 Alternative 4: Improve Runway Protection Zone by Creating 400-Foot and 500-Foot Displaced Thresholds on Runway 13-31

This alternative allows runway pavement to remain intact but utilizes displaced thresholds to change the declared distances allowed for take-off and landings. A displaced landing threshold would be placed 400 feet southeast of the end of Runway 13; and a 500-foot landing threshold would be placed northwest of the end of Runway 31 (Figure 4-3). This would move both RPZs off the incompatible land uses, but it would artificially shorten the runway, and impact two of four declared distances used by pilots for take-offs and landings: the TORA and LDA. While the TODA and ASDA would remain unchanged, the TORA would be reduced from 6,451 feet to 6,081 feet, reducing the take-off run calculation by 370 feet. The LDA would be reduced to 6,051 feet.

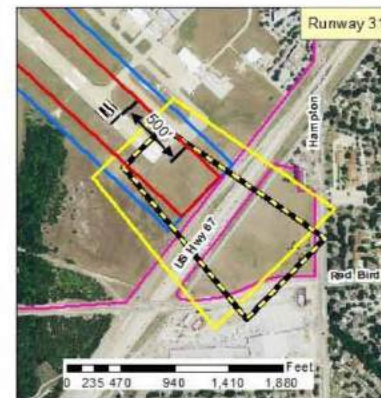
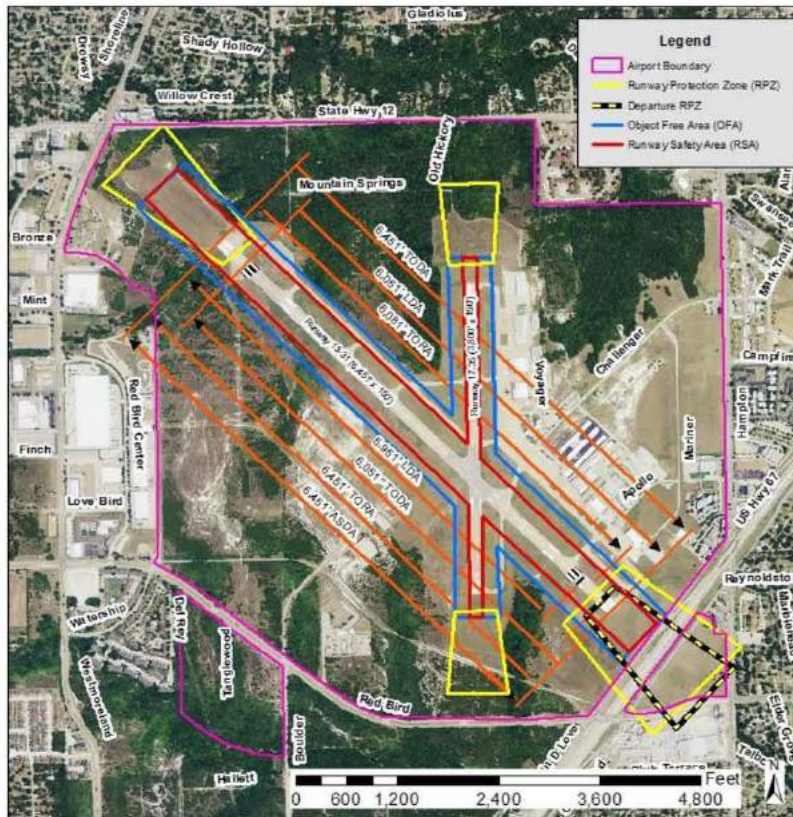


This alternative would primarily impact take-off calculations by pilots of large business jet aircraft greater than 60,000 pounds. Any runway length below 6,000 feet would likely impact operation so as to prohibit some operators from regularly using KRBD. This alternative would have no discernible environmental or social impacts. It would provide for the full RSA for Runway 31 through the implementation of declared distances, but limit the runway operationally for certain aircraft. It is anticipated that some airport users currently based at the airport would transfer to other facilities if declared distances were implemented and the runway length was limited operationally. This alternative is retained for further analysis.

4.5 Alternative 5: Improve Runway Safety Area by Creating 97-Foot or 125-Foot Displaced Threshold on Runway 31

This alternative is similar to Alternative 4 above in that it allows runway pavement to remain intact but utilizes different displaced thresholds to change the declared distances allowed for take-off and landings in order to meet the RSA requirements. There are two alternatives that utilize declared distance options without physically shifting the runway.

- 5a.** This alternative would displace the landing threshold on Runway 31 by 97 feet to meet the 600-foot prior to landing threshold airport design requirement for Runway 31. It would not provide the required 1,000 feet of RSA for the departure end of Runway 13. This alternative would require the replacement of existing lead-in lights with a medium intensity approach lighting system (MALSL) on Runway 31. It would reduce the ASDA and LDA on Runway 13 to 5,958 feet in length and it would reduce the Runway 31 LDA by 97 feet, and requires the relocation of the glideslope antenna. However, this alternative does not resolve the RPZ issues, as the Runway 13 RPZ would still extend off airport property and over commercial uses, and the Runway 31 RPZ would still extend beyond airport property and include commercial and residential properties. It also does not provide a fully compliant ROFA. This alternative is depicted in Figure 4-4. This alternative is retained for further analysis.
- 5b.** This alternative is identical to alternative 5a except that it would displace the landing threshold on Runway 31 by 125 feet, thereby reducing the Runway 13 ASDA and LDA to 5,926 feet (Figure 4-5). It would also shorten the Runway 31 LDA to 6,326 feet. This alternative considers the possibility that the FAA would require the full 1,000-feet of ROFA to be provided on the departure end of Runway 31. This alternative would have no discernible environmental impact, but would result in a reduction of the ASDA below 6,000 feet which would pose significant operational and economic impact on existing airport users. This alternative is retained for further analysis.



	RUNWAY	
	13	31
TORA	6,081'	6,451'
TODA	6,451'	6,051'
ASDA	6,451'	6,451'
LDA	6,051'	5,951'
RSA standards not met by alternative.		

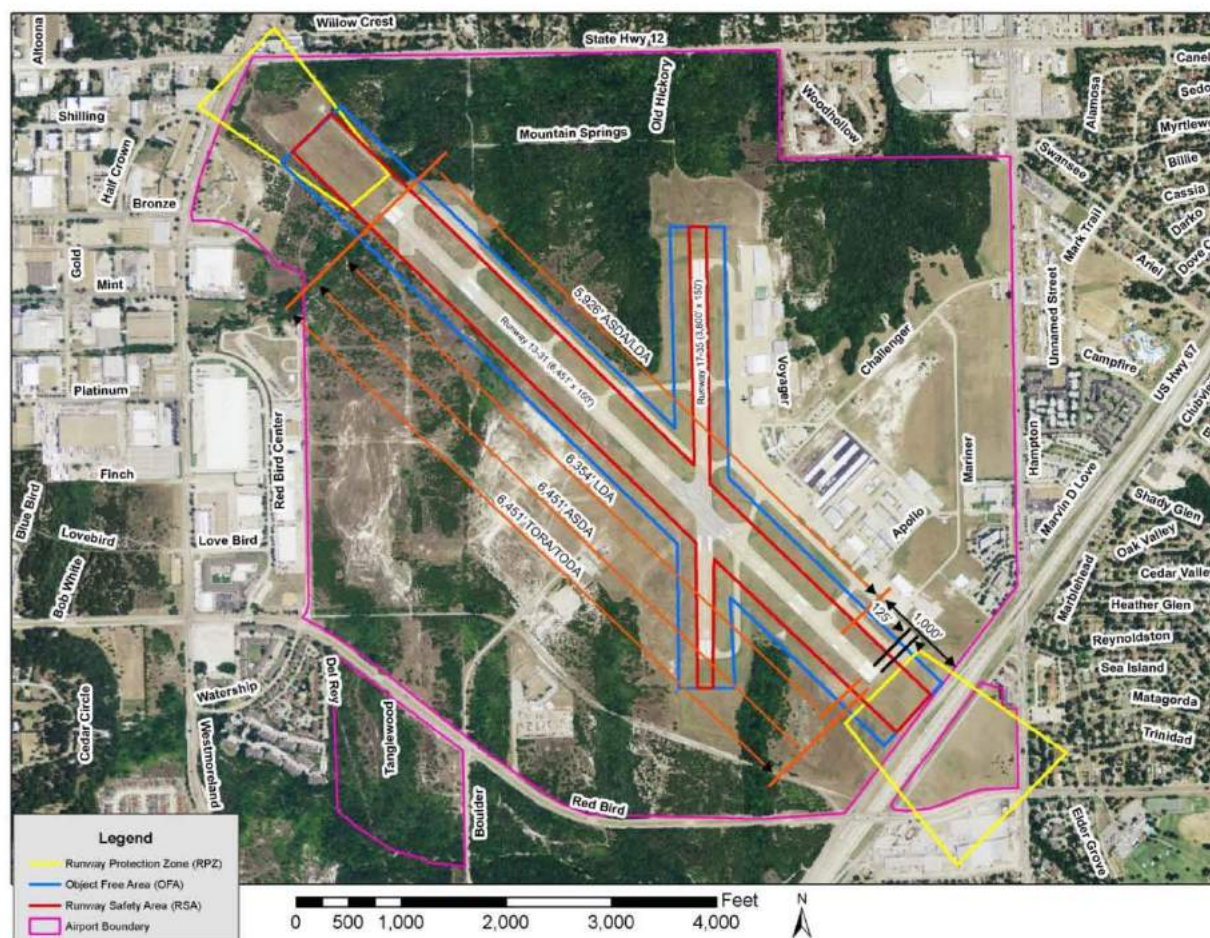
KEY:
 TORA: Take-Off Runway Available
 TODA: Take-Off Distance Available
 ASDA: Accelerate-Stop Distance Available
 LDA: Landing Distance Available

Dallas Executive Airport
Project 14.017.03.F

Source: Dallas Executive Airport Master Plan.



Figure 4-3. Alternative 4: Improve Runway Protection Zone by Creating 400-Foot and 500-Foot Displaced Thresholds on Runway 13-31.



DECLARED DISTANCE OPTION 1b

DISPLACE RUNWAY 31 THRESHOLD BY 125'

- Considers OFA Limiting Factor
- No runway extensions

	RUNWAY	
	13	31
TORA	6,451'	6,451'
TODA	6,451'	6,451'
ASDA	5,926'	6,451'
LDA	5,926'	6,326'

Note: Runway displacement provides 600' OFA prior to landing Runway 31

KEY:

TORA: Take-Off Runway Available

TODA: Take-Off Distance Available

ASDA: Accelerate-Stop Distance Available

LDA: Landing Distance Available

Dallas Executive Airport
Project 14.017.03.F

Source: Dallas Executive Airport Master Plan.



Figure 4-5. Alternative 5b: Improve Runway Safety Area by Creating 125-Foot Displaced Threshold on Runway 31.

4.6 Alternative 6: Shift Runway 13 by 535 Feet and Create a Displaced Threshold on Runway 31

- 6a.** This alternative proposes extending Runway 13 by 535 feet and displacing the landing threshold on Runway 13 by 97 feet to maintain the ASDA and LDA at 6,493 feet. This alternative is illustrated in Figure 4-6. The runway pavement extension would occur on relatively flat ground, but the required Taxiway B pavement extension would require earthwork to bring the ground to the desired elevation. This alternative would require the relocation of the localizer antenna and the installation of a new MALS on Runway 31 end. This alternative would also increase the available length of ASDA, LDA, TORA, and TODA for Runway 31, but does not completely resolve the approach RPZ issues over incompatible land uses. Extending the runway would have minor environmental impacts, as land that is somewhat in a natural state would be converted to pavement and maintained grass. This alternative is retained for further analysis.
- 6b.** This option is identical to option 8a above except that it displaces the landing threshold on Runway 13 by 125 feet. This option, depicted in Figure 4-7, would meet the ROFA requirement for a full 1,000-foot beyond runway end of Runway 31. It would have the same environmental impacts as Option 6a. This alternative is retained for further analysis.

4.7 Alternative 7: Shift Runway 13 by 685 Feet and Create a 97-Foot Displaced Threshold on Runway 31

This alternative is similar to 6a above, with the exception that it proposes a 685-foot runway length shift on Runway 13 and a 97-foot displaced threshold on Runway 31. It would include a 1,085-foot extension of Taxiway B parallel to Runway 13. This would shift the Runway 13 RSA to the current property line. This alternative, depicted in Figure 4-8, would not meet the FAA's ROFA design standard. The resultant ASDA and LDA for Runway 31 would be 6,643 feet, an increase of 100 feet. Moreover, the Runway 31 ASDA and LDA would exceed 7,000 feet. Like several of the previous alternatives, it would require the replacement of the Runway 31 lead-in lights with a MALS, and the relocation of the localizer antenna. It also results in an increased area of incompatible uses within the shifted RPZ on Runway 13. This alternative would have the same environmental impacts as Alternative 6a and 6b. This alternative is retained for further analysis.

4.8 Alternative 8: Create a 100-Foot Displaced Threshold and Engineered Materials Arresting System (EMAS) on Runway 31

This alternative proposes using an engineered compressible concrete material that is placed beyond the Runway 31 end for the purpose of safely stopping an aircraft overrun. EMAS is not considered a substitute for aircraft undershoots, so 600 feet of RSA is still necessary prior to the Runway 13 and Runway 31 landing thresholds. Therefore, a 100-foot displaced landing threshold would be required for Runway 31. The FAA considers the installation of EMAS as an acceptable substitute to providing the full departure end of the RSA. It is designed to minimize the potential for structural damage to the aircraft by exerting predictable deceleration forces on the landing gear as the EMAS material crushes. The proposed EMAS system, as shown on Figure 4-9, would consist of a 265-foot by 170-foot surface, leading into a 235-foot by 170-foot EMAS bed. To allow for emergency

equipment, an area 500 feet long by 200 feet wide would be prepped and stabilized. This alternative would serve as the full 1,000-foot RSA for Runway 31 without reducing the length of the runway. This alternative would have slightly greater environmental impacts than Alternative 7 due to the land clearing for the construction of the EMAS system. This alternative is retained for further analysis.

4.9 Alternative 9: Combination Approach of Shifting Runway 13 by 685 Feet and Creating Displaced Thresholds (The Proposed Alternative)

This alternative combines previously described alternatives to meet RSA, ROFA, and RPZ standards. The alternative, depicted in Figure 4-10, proposes to shift Runway 13 by 685 feet northwest and displace the Runway 13 threshold by 1,085 feet and the Runway 31 threshold by 500 feet. These changes would shift both approach RPZs away from incompatible land uses. It would require the extension of Taxiway B on the Runway 13 end and the relocation of navigational aids, visual approach aids, and runway and taxiway lighting. This is the proposed alternative. This alternative best meets the FAA's goal of eliminating incompatible land uses within the RPZ. This alternative would have the same environmental impacts as Alternative 6a and 6b. This alternative is retained for further analysis.

4.10 Alternative 10: Combination Approach of Shifting Runway 13 by 685 Feet and Installing EMAS

Alternative 10 is similar to Alternative 9 except that instead of creating a displaced threshold on Runway 31, EMAS would be installed as described in Alternative 8. This alternative is shown in Figure 4-11. The use of EMAS would increase the ASDA and LDA distances and allow the end of Runway 31 to provide the full 1,000-foot equivalent RSA. This alternative would have similar environmental impacts as Alternative 8. This alternative is retained for further analysis.

4.11 Summary of Alternatives

The ten alternatives described above are summarized in Table 4-1. Some of the alternatives are not practicable due to cost or because they would not meet the airport's purpose and need. Alternative 2, realigning the runways, would not improve the runway system, would be prohibitively expensive due to the required earthwork, and would disturb large areas of undeveloped land. Alternative 3 (runway shift) would not meet the airport's purpose and need because it would move Runway 13's RPZ over more incompatible land uses. For these reasons, Alternatives 2 and 3, are not considered further in this EA.

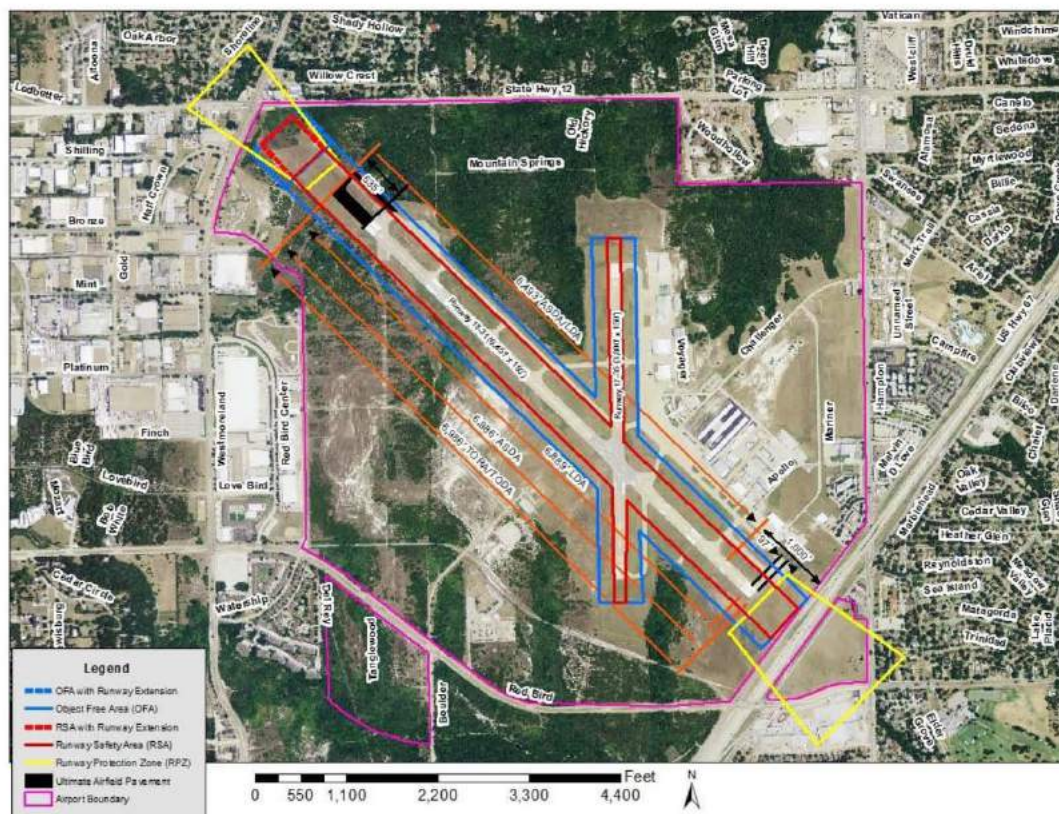
The remaining alternatives can be divided into groups based on potential environmental impacts. The first group includes alternatives with no runway shifts. Alternatives 4, 5a, and 5b rely solely on declared distances and displaced thresholds to address the airport's RSA and RPZ deficiencies. These alternatives involve a minimal amount of construction because creating a displaced threshold would not require earthwork. Because the environmental impacts of these alternatives are identical, Alternatives 4, 5a, and 5b will be assessed together.

The second group includes alternatives that shift Runway 13 in addition to creating displaced thresholds. These include Alternatives 6a, 6b, 7 and 9. These alternatives involve a minor amount of disturbance associated with clearing, grading and paving to shift Runway 13 by 535 or 685 feet and the extension of Taxiway B. Because the environmental impacts of these alternatives are nearly identical, Alternatives 6a, 6b, 7 and 9 are considered together. This group includes the proposed action, Alternative 9.

The third group, consisting of Alternatives 8 and 10, include a combination of actions that 1) shift Runway 13; 2) create displaced thresholds; and 3) construct an EMAS on Runway 31. Because the environmental impacts of these alternatives are nearly identical, Alternatives 8 and 10 will be assessed together.

In summary, the environmental analysis in the following section will consider the groups of alternatives listed below:

1. No Action
2. Displaced Thresholds Only (Alternatives 4,5a and 5b)
3. Runway 13 Shift (Alternatives 6a, 6b, 7 and 9)
4. Runway 13 Shift and EMAS (Alternatives 8 and 10)



DECLARED DISTANCE OPTION 2a

DISPLACE RUNWAY 31 THRESHOLD BY 97'

- Considers Runway 31 RSA Limiting Factor
- Considers Runway 13 OFA Limiting Factor
- Shifts Runway NW 535'

	RUNWAY	
	13	31
TORA	6,986'	6,986'
TODA	6,986'	6,986'
ASDA	6,493'	6,986'
LDA	6,493'	6,889'

Note: Runway displacement provides 600' RSA prior to landing Runway 31

KEY:

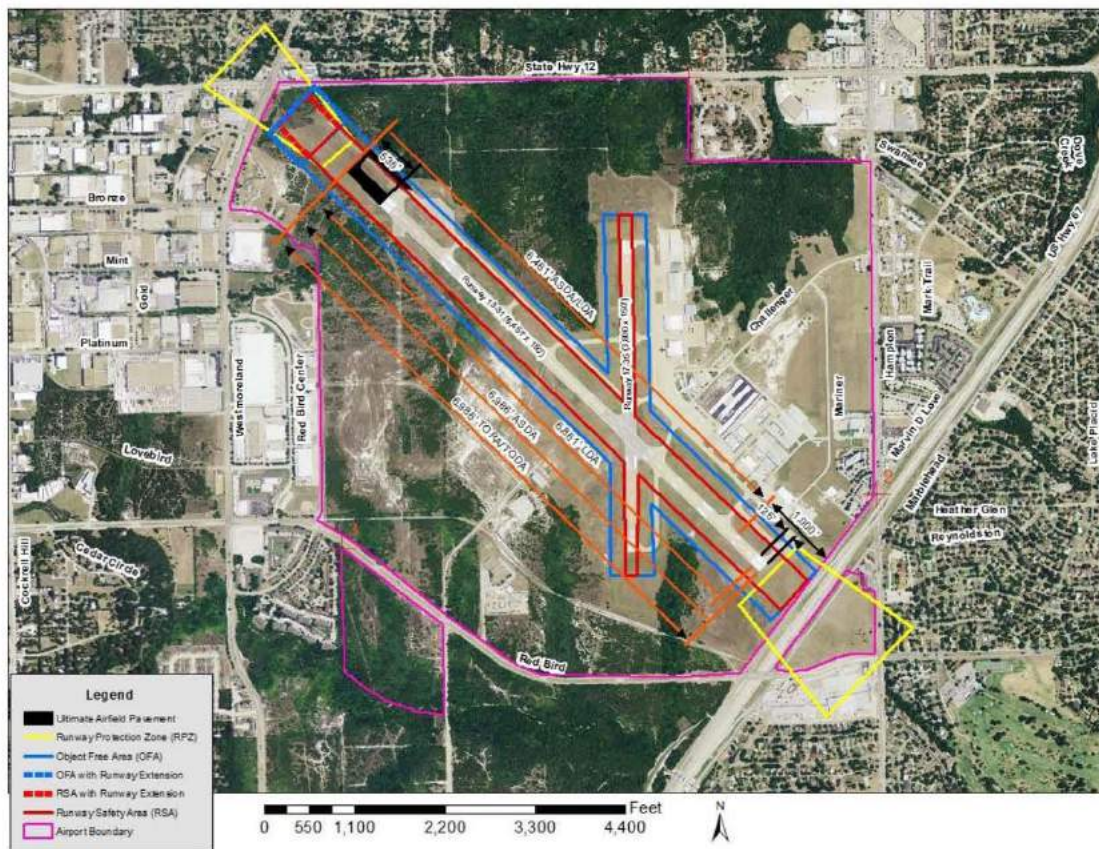
TORA: Take-Off Runway Available
 TODA: Take-Off Distance Available
 ASDA: Accelerate-Stop Distance Available
 LDA: Landing Distance Available

Dallas Executive Airport
 Project 14.017.03.F

Source: Dallas Executive Airport Master Plan.



Figure 4-6. Alternative 6a: Shift Runway 13 by 535 Feet and Create a 97-Foot Displaced Threshold on Runway 31.



DECLARED DISTANCE OPTION 2b

DISPLACE RUNWAY 31 THRESHOLD BY 97'

- Considers Runway 31 OFA Limiting Factor
- Considers Runway 13 OFA Limiting Factor
- Shifts Runway NW 535'

	RUNWAY	
	13	31
TORA	6,986'	6,986'
TODA	6,986'	6,986'
ASDA	6,461'	6,986'
LDA	6,461'	6,861'

Note: Runway displacement provides 600' OFA prior to landing Runway 31

KEY:

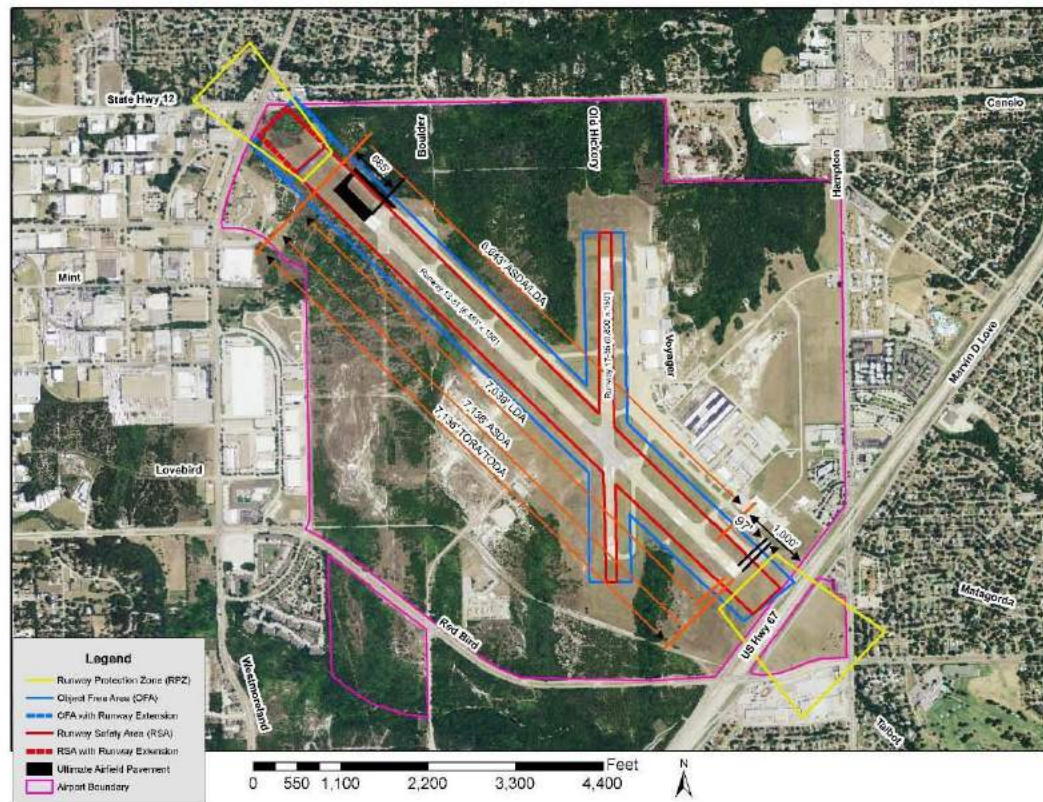
TORA: Take-Off Runway Available
 TODA: Take-Off Distance Available
 ASDA: Accelerate-Stop Distance Available
 LDA: Landing Distance Available

Dallas Executive Airport
 Project 14.017.03.F

Source: Dallas Executive Airport Master Plan.



Figure 4-7. Alternative 6b: Shift Runway 13 by 535 Feet and Create a 125-Foot Displaced Threshold Runway.



DECLARED DISTANCE OPTION 3

DISPLACE RUNWAY 31 THRESHOLD BY 97'

- Considers Runway 31 RSA Limiting Factor
- Considers Runway 13 RSA Limiting Factor
- Shifts Runway NW 685'

	RUNWAY	
	13	31
TORA	7,136'	7,136'
TODA	7,136'	7,136'
ASDA	6,643'	7,136'
LDA	6,643'	7,039'

Note: Runway displacement provides 600' RSA prior to landing Runway 31

KEY:

TORA: Take-Off Runway Available

TODA: Take-Off Distance Available

ASDA: Accelerate-Stop Distance Available

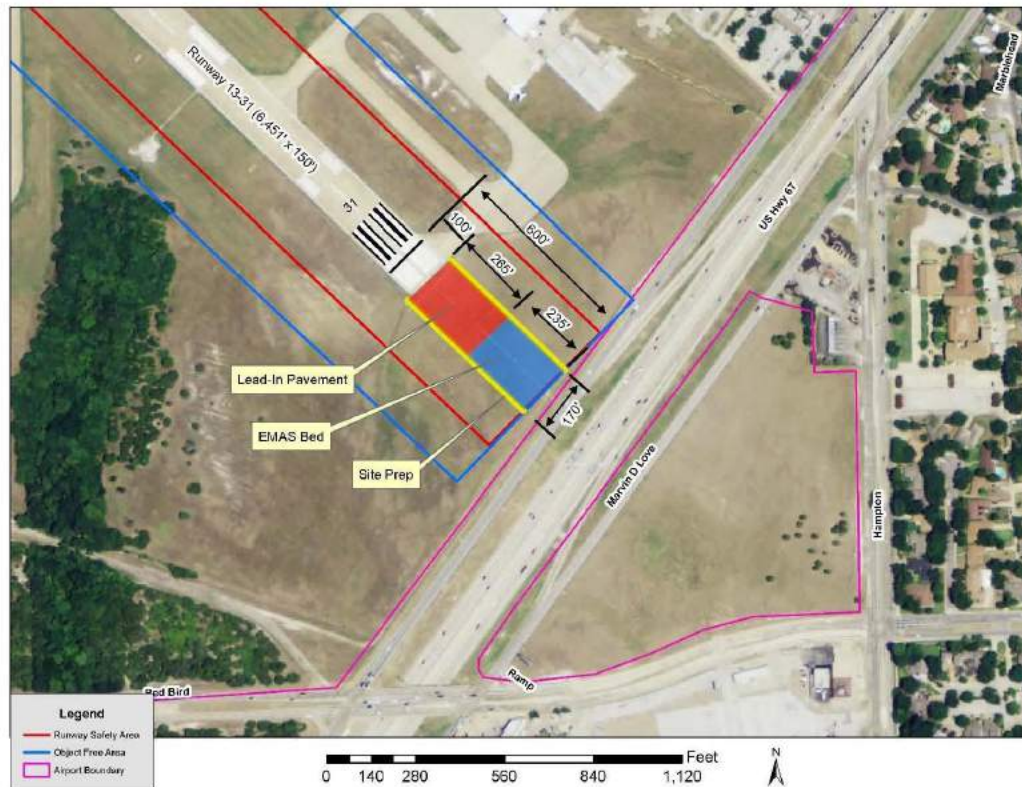
LDA: Landing Distance Available

Dallas Executive Airport
Project 14.017.03.F

Source: Dallas Executive Airport Master Plan.



Figure 4-8. Alternative 7: Shift Runway 13 by 685 Feet and Create a 97-Foot Displaced Threshold on Runway 31.



	RUNWAY	
	13	31
TORA	6,451'	6,451'
TODA	6,451'	6,451'
ASDA	6,451'	6,451'
LDA	6,451'	6,351'

KEY:

TORA: Take-Off Runway Available

TODA: Take-Off Distance Available

ASDA: Accelerate-Stop Distance Available

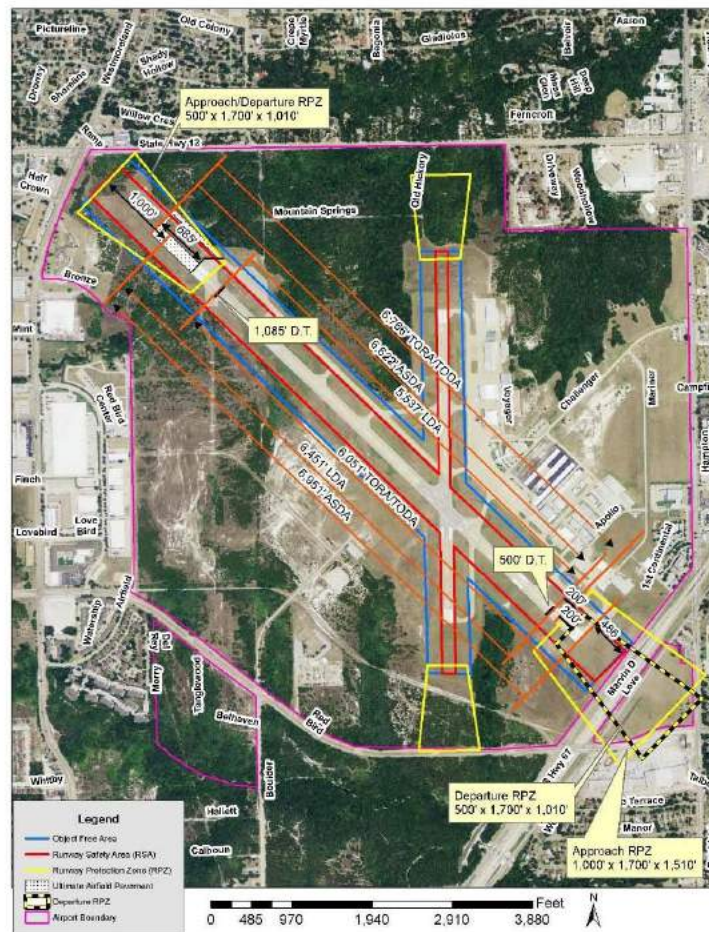
LDA: Landing Distance Available

Dallas Executive Airport
Project 14.017.03.F

Source: Dallas Executive Airport Master Plan.



Figure 4-9. Alternative 8: Create a 100-Foot Displaced Threshold and Engineered Materials Arresting System (EMAS) on Runway 31.



	RUNWAY	
	13	31
TORA	6,766'	6,051'
TODA	6,766'	6,051'
ASDA	6,622'	6,951'
LDA	5,537'	6,451'

KEY:

TORA: Take-Off Runway Available

TODA: Take-Off Distance Available

ASDA: Accelerate-Stop Distance Available

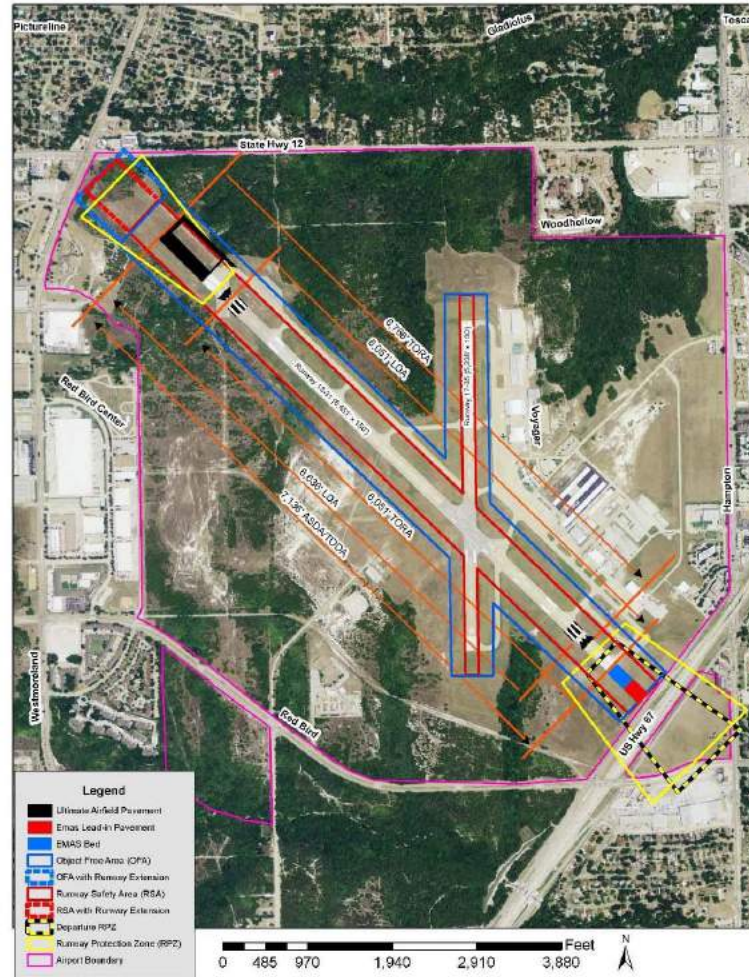
LDA: Landing Distance Available

Dallas Executive Airport
Project 14.017.03.F

Source: Dallas Executive Airport
Master Plan.



Figure 4-10. Alternative 9: Combination Approach of Shifting Runway 13 by 685 Feet and Creating Displaced Thresholds (The Proposed Alternative).



	RUNWAY	
	13	31
TORA	6,766'	6,051'
TODA	7,136'	7,136'
ASDA	7,136'	7,136'
LDA	6,051'	6,636'
KEY:		
TORA: Take-Off Runway Available		
TODA: Take-Off Distance Available		
ASDA: Accelerate-Stop Distance Available		
LDA: Landing Distance Available		

Dallas Executive Airport
Project 14.017.03.F

Source: Dallas Executive Airport
Master Plan.



Figure 4-11. Alternative 10: Combination Approach of Shifting Runway 13 by 685 Feet and Installing EMAS.

Table 4-1. Summary of Alternatives.

Alternative Number and Description		Figure	Runway Pavement Shift (ft.)		Displaced Threshold Location (ft. from end)		Other Proposed Activities	Retained for further Analysis?
			RW 13	RW 31	RW 13	RW 31		
1	No Action	4-1	--	--	--	--	None	Yes
2	Provide full 1,000-ft RSA	none	--	--	--	--	None	No
3	Shift runway pavement northwest	4-2	493	(493)	--	--	<ul style="list-style-type: none"> • Antennae Relocation^a • Taxiway Extension 	No
4	Create displaced thresholds on both RWs to address RPZ	4-3	--	--	400	500	<ul style="list-style-type: none"> • MALs • Antennae Relocation^a 	Yes
5a	Create displaced threshold on RW 31 to address RSA	4-4	--	--	--	97	<ul style="list-style-type: none"> • MALs • Antennae Relocation^a 	Yes
5b		4-5				125		Yes
6a	Shift RW13 and create displaced threshold on RW 31	4-6	535	--	--	97	<ul style="list-style-type: none"> • MALs • Antennae Relocation^a • Taxiway Extension 	Yes
6b		4-7			--	125		Yes
7	Shift RW13 and create displaced threshold on RW 31	4-8	685	--	--	97	<ul style="list-style-type: none"> • MALs • Antennae Relocation^a • Taxiway Extension 	Yes
8	Shift RW13 and create displaced threshold and EMAS on RW 31	4-9	685	--	--	100	<ul style="list-style-type: none"> • MALs • Antennae Relocation^a • Taxiway Extension • EMAS 	Yes

Alternative Number and Description		Figure	Runway Pavement Shift (ft.)		Displaced Threshold Location (ft. from end)		Other Proposed Activities	Retained for further Analysis?
			RW 13	RW 31	RW 13	RW 31		
9	Shift RW13 and create displaced thresholds on both ends	4-10	685	--	400	500	<ul style="list-style-type: none"> • MALs • Antennae Relocation^a • Taxiway Extension 	Yes
10	Shift RW13 and add displaced threshold, install EMAS on RW 31	4-11	685	--	400	--	<ul style="list-style-type: none"> • MALs • Antennae Relocation^a • Taxiway Extension • EMAS 	Yes

Notes:

‘--’ No proposed activity at this location

RW 13 – the northwest end of Runway 13-31

RW 31 – the southeast end of Runway 13-31

RSA – Runway Safety Area

RPZ – Runway Protection Zone

MALS – Medium-intensity Approach Lighting System

EMAS – Engineered Materials Arresting System

a. Refers to both Glideslope and Localizer antennae

5. AFFECTED ENVIRONMENT

This section describes only those environmental resources the proposed action and its reasonable alternatives are likely to affect (FAA Order 1050.1E and FAA Order 1050.1F). The environmental impacts, if any, of the proposed project and alternatives have been examined according to the FAA Orders 5050.4B and 1050.1F. Site photos of locations within the airport that would be impacted by the proposed action are included in Appendix C.

5.1 Air Quality

The Dallas – Fort Worth area, within which KRBD is located, has been designated by the United States Environmental Protection Agency (USEPA) as being in attainment for all criteria pollutants except ozone, for which it is designated as a moderate nonattainment area for the 8-hour ozone standard. The Clean Air Act (CAA) establishes a General Conformity Rule for all general federal actions, including airport improvements, within nonattainment areas. The General Conformity Rule ensures that the action complies with the National Ambient Air Quality Standards (NAAQS). The applicable *de minimis* thresholds for ozone general conformity purposes are 100 tons per year of volatile organic compounds (VOCs) and 100 tons per year for nitrogen dioxide (NO₂). Future airport development projects will require a General Conformity analysis to determine if total net emissions related to a proposed project are above minimum thresholds. Since FAA projects typically fall within *de minimis* thresholds, no significant air quality impacts under the CAA are anticipated.

The overall approach for conducting the air quality assessment is based on the following FAA Orders and Documents that discuss the preparation of NEPA documents:

- FAA Order 1050.1F, Policies and Procedures for Considering Environmental Impacts;
- FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects;
- FAA, An Environmental Desk Reference for Airport Actions; and,
- FAA Air Quality Handbook.

Following these guidelines, the air quality assessment includes emissions inventories of the EPA “criteria” pollutants. The standards for these emission gasses and particulates is included in Table 5-1 below.

The technical analysis was accomplished using the FAA’s Airport Environmental Design Tool (AEDT 2B). AEDT 2B is the FAA-required modeling tool to assess air emissions and quality on and an airport vicinity. The analysis was performed for a two-mile square area centered on KRBD with the minimum of 200-meter grid point separation for each point of analysis.

Under NEPA, the FAA requires that an air quality emissions inventory be prepared for federal actions at airports where annual aviation operations are forecast to exceed 180,000 aircraft. KRBD is forecast by the Plan to have operations of 100,400 aircraft by 2031; however, a significant number of these operations are by business category aircraft in both the turbo-prop and jet

Table 5-1. National Ambient Air Quality Standards.

Pollutant	Primary/ Secondary	Averaging Time	Level/Standard	Form
CO	Primary	1-Hour 8-Hours	35 ppm (40 mg/m ³) 9 ppm (10 mg/m ³)	Not to be exceeded more than once per year
O ₃	Primary and secondary	8-Hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over three years
NO ₂	Primary	1-Hour	0.05 ppm (100 µg/m ³)	98 th percentile of 1-hour daily maximum concentrations, averaged over three years
SO ₂	Primary Secondary	1-Hour 3-Hours	75 ppm 0.5 ppm	99 th percentile of 1-hour daily maximum concentrations, averaged over three years
PM ₁₀	Primary and secondary	24-Hour	150 µg/m ³	Not to be exceeded more than once per year on average over three years
PM _{2.5}	Primary Secondary Primary and secondary	Annual Annual 24-Hours	12 µg/m ³ 15 µg/m ³ 35 µg/m ³	Annual mean, averaged over three years 98 th percentile, averaged over three years
Pb	Primary and secondary	Rolling Quarter (3-month period)	1.5 µg/m ³	Not to be exceeded

CO – Carbon Monoxide; O₃ – Ozone; NO₂ – Nitrogen Dioxide; PM₁₀ – Particulate Matter (10 micrometers or less in diameter); PM_{2.5} – Particulate Matter (2.5 micrometers or less in diameter); SO₂ – Sulphur Dioxide; Pb – Lead; and VOC – Volatile Organic Compounds.

classifications. Despite the fact that the operational levels fall below 180,000 operations, which triggers need for an air quality assessment, an air quality analysis has been completed as part of this study for the existing conditions (2015 – no action) and a period 10 years after the preferred development implementation (2028).

The emissions analysis provides the baseline data (no action) and an emissions inventory at KRBD based on existing operational parameters identified in the Plan. These emissions are quantified by the amount, or weight, of pollutants emitted from a source or combination of sources over a period of time (one year). The AEDT 2B modeling software produces a product of source activity levels (aircraft operations) combined with emission factors (grams of pollutant/operation). These results are segregated by pollutant type (CO, NO_x, VOC, etc.) and operational threshold. The aircraft operations were based on the FAA Terminal Area Forecast (TAF) Report for KRBD found in Appendix A (FAA 2016).

The no-action condition is used to compare against the preferred alternative (future action) in order to assess the impacts of the preferred alternative against appropriate regulatory criteria or thresholds. These criteria are the CAA General Conformity Rule “de-minimis” levels. For this analysis, the pollutants inventoried and assessed through AEDT 2B are CO, NHMC, NO_x, PM10/2.5, SO_x,

THC, TOG, and VOC. Data sources for these compounds are primarily aircraft but also include ground support equipment, motor vehicles, fueling facilities, and other supporting information and materials. AEDT 2B directly computes emission of aircraft related emissions based on a series of data input into the software based on aircraft manufacturer specifications.

The results of the AEDT 2B air emission analysis are summarized in Table 5-2 below with detailed exhibits and data included in Appendix D of this report. Due to the size of the airfield and emission dispersions, Table 5-2 represents the impacts of the no-action and preferred development alternative in the form of gross increase or decrease percentages for specific gasses in four regions on and surrounding the airfield (Northwest, Northeast, Southeast, and Southwest). The total area examined by AEDT 2B covered a two mile square centered on KRBD; hence, pollutant emissions have been measured on areas both on and off airport property.

As exhibited in the table above, the levels of exposure from the various gases are well below the national ambient air quality standards for existing and future conditions for all categories of gases. The percent differential increase between the No-action scenario and Preferred Development (2028, 10-year mark following project implementation) shows an increase across the board at KRBD; however, the increase is primarily centralized along the aircraft arrival and departure tracks. The specific increases and in some cases decreases can be examined in the exhibits (Figures 5-1 through 5-14) and raw tabular data provided in Appendix D. The air emission exhibits depict for each gas and scenario the level of impact based on the standards established with the FAA's AEDT 2b software and the analysis performed using this software. The raw data is a direct output from AEDT 2b.

Additionally, a construction emissions inventory was also completed for the planned 220-day construction period for the preferred alternative (Table 5-3). The emissions inventory utilized the proposed project phasing plan from the Preliminary Engineering Report (PER). The project specific quantities were loaded into the interactive spreadsheet used to develop the emissions inventory form. As shown in the spreadsheet, each construction item quantity (pavement removal, earthwork, lime, aggregate placement, PCC placement, erosion control/seeding/sodding, and grooving) was calculated and applied with application/construction/utilization based on common equipment and daily production rates. The spreadsheet represents the number of hours that each piece of equipment will need to be utilized to construct each specific project item within the timeframes calculated in the project PER phase. The construction emissions output is then calculated within the spreadsheet based on known output levels and rates of the specific construction equipment involved.

Table 5-2. KRBD Emissions Analysis Results.

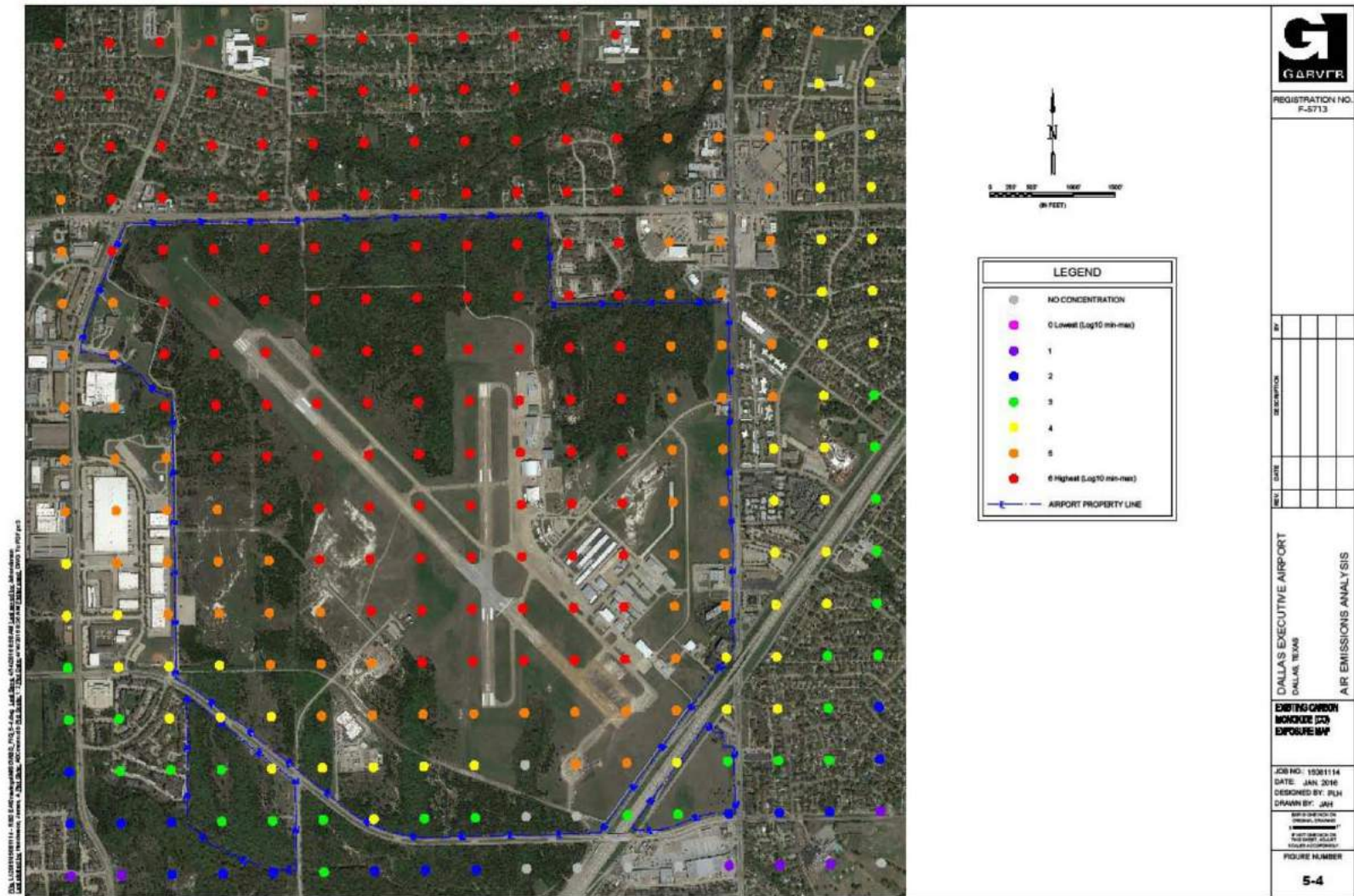
	CO	NHMC	NO _x	PM ₁₀	SO _x	THC	TOG	VOC
2015 (No-action scenario)	0.658 µg/m ³ 0.000658 mg/m ³	0.115 µg/m ³ 0.115 mg/m ³	0.23 µg/m ³ 0.00023 mg/m ³	0.0	0.216 µg/m ³ 0.000216 mg/m ³	0.103 µg/m ³ 0.000103 mg/m ³	0.116 µg/m ³ 0.000116 mg/m ³	0.113 µg/m ³ 0.000113 mg/m ³
2028 (10-Yr Mark)	0.771 µg/m ³ 0.000771 mg/m ³	0.142 µg/m ³ 0.000142 mg/m ³	3.39 µg/m ³ 0.00339 mg/m ³	0.0	0.296 µg/m ³ 0.000296 mg/m ³	0.127 µg/m ³ 0.000127 mg/m ³	0.144 µg/m ³ 0.000144 mg/m ³	0.14 µg/m ³ 0.00014 mg/m ³
Difference	0.113 µg/m ³ 0.000113 mg/m ³	0.027 µg/m ³ 0.000027 mg/m ³	1.080 µg/m ³ 0.00108 mg/m ³	0.0	0.079 µg/m ³ 0.000079 mg/m ³	0.024 µg/m ³ 0.000024 mg/m ³	0.027 µg/m ³ 0.000027 mg/m ³	0.027 µg/m ³ 0.000027 mg/m ³
Percent Differential	14.68%	19.08%	32.00%	0.0%	26.92%	18.88%	18.97%	19.03%

Notes: AEDT output for each gas is measured in micrograms per cubic meter (µg/m³) over an averaged one-hour period.

CO – Carbon Monoxide; NHMC – Non-methane Hydrocarbons; NO_x – Nitrogen Oxide; PM₁₀ – Particulate Matter (10 micrometers or less in diameter); SO_x – Sulphur Oxide; THC – Total Hydrocarbons; TOG – Total Organic Gasses; and VOC – Volatile Organic Compounds.

Table 5-3. Construction Emissions Inventory for Preferred Alternative at KRBD.

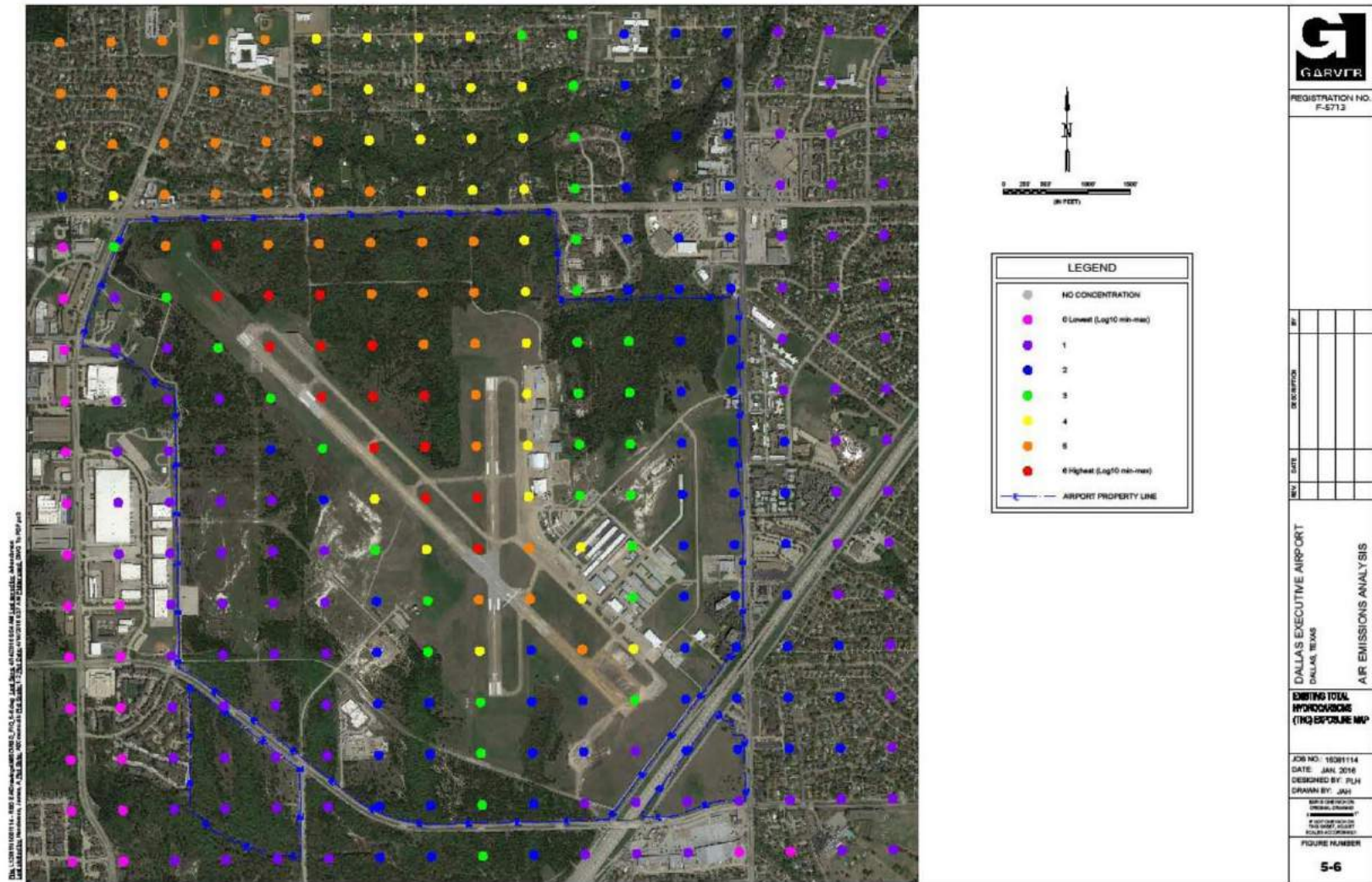
Item	Total Hrs.	Nox lbs./hr.	Total Nox	Div/2000lbs	VOC lbs. hr.	Total VOC	Div/2000lbs
Pickups and Misc. Vehicles	8400	1.07	8988	4.494	0.11	924	0.462
Crawler Loader	0	2.07	0	0	0.26	0	0
Highway Trucks	725	2.42	1754.5	0.87725	0.32	232	0.116
Other Construction equipment	425	1.07	454.75	0.227375	0.11	46.75	0.023375
Rubber Tired Loader	0	1.94	0	0	0.16	0	0
Compactor Roller	900	1.14	1026	0.513	0.1	90	0.045
Pulvimixer	450	5.9	2655	1.3275	0.53	238.5	0.11925
Pier Drilling Rig	0	3.8	0	0	0.5	0	0
Skid Steer Loader	1025	0.49	502.25	0.251125	0.11	112.75	0.056375
Back Hoe	1120	0.94	1052.8	0.5264	0.13	145.6	0.0728
Plate Compactor	0	0.07	0	0	0.01	0	0
Rough Terrain Lift	0	0.98	0	0	0.21	0	0
Crane	0	1.89	0	0	0.24	0	0
Concrete Pump	0	1.27	0	0	0.12	0	0
Asphalt Pavers	0	1.28	0	0	0.08	0	0
Concrete Pavers	720	1.95	1404	0.702	0.22	158.4	0.0792
Rollers	0	1.14	0	0	0.1	0	0
Scrapers	600	4.29	2574	1.287	0.35	210	0.105
Paving Equipment	720	1.27	914.4	0.4572	0.12	86.4	0.0432
Signal Boards	6720	0.09	604.8	0.3024	0.01	67.2	0.0336
Trenchers	280	0.99	277.2	0.1386	0.16	44.8	0.0224
Bore Drill Rigs	0	3.8	0	0	0.5	0	0
Excavators	600	2.47	1482	0.741	0.16	96	0.048
Concrete Industrial Saw	778	0.99	770.22	0.38511	0.13	101.14	0.05057
Cement Mixers	720	0.15	108	0.054	0.01	7.2	0.0036
Graders	450	2.22	999	0.4995	0.36	162	0.081
Off Highway Trucks	0	5.9	0	0	0.53	0	0
Crushing/Proc Equipment	300	2.4	720	0.36	0.31	93	0.0465
Rubber Tired Dozer	0	4.45	0	0	0.4	0	0
Off Highway Tractor	0	0.41	0	0	0.09	0	0
Dumpers/Tenders	600	0.18	108	0.054	0.02	12	0.006
Grand Total Nox (Tons)				13.19746			
Grand Total VOC (Tons)							1.41387



Dallas Executive Airport
Project 14.017.03.F



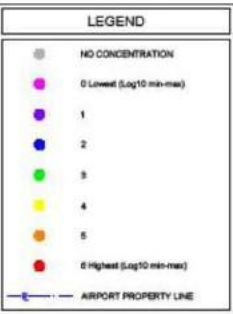
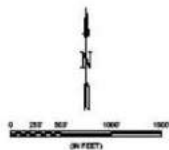
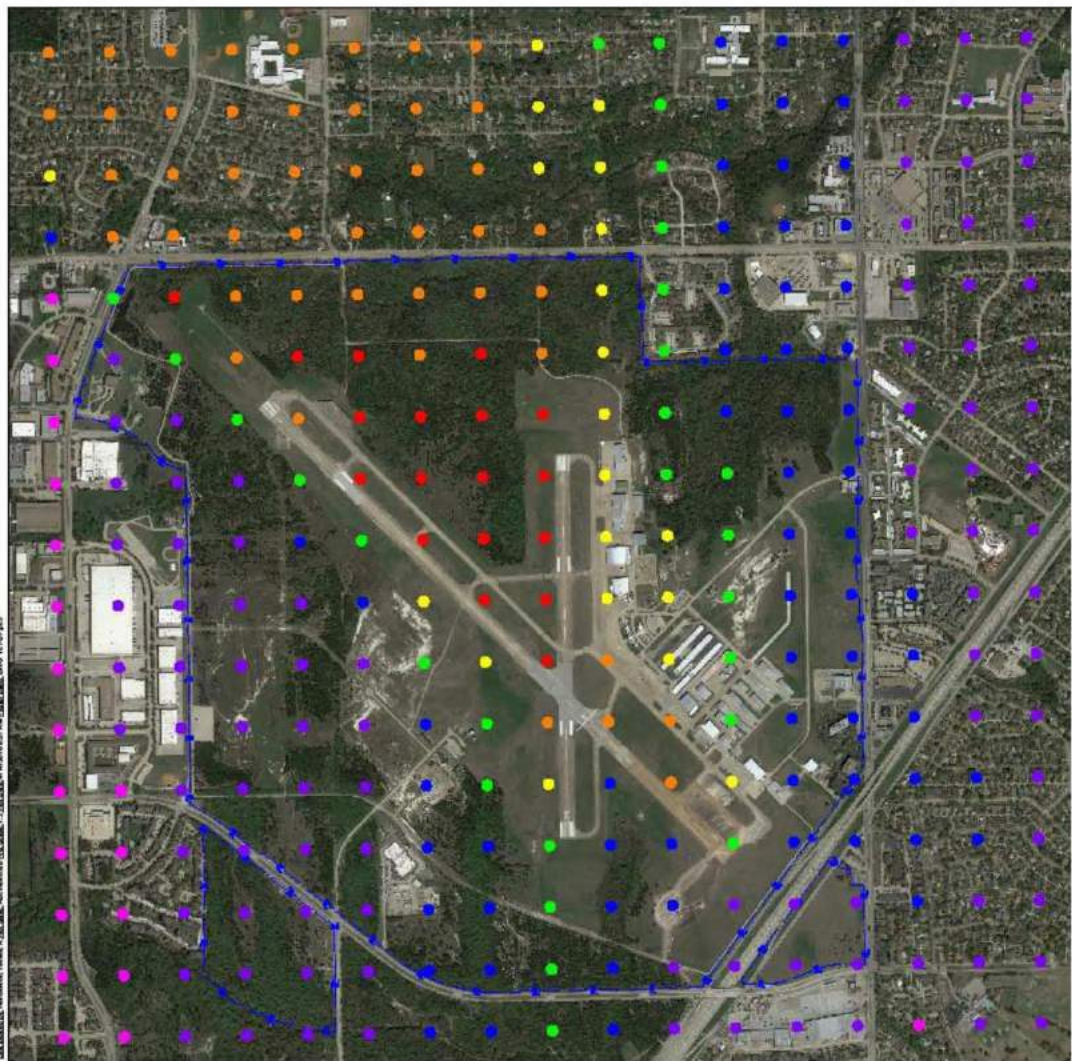
Figure 5-1. Existing Carbon Monoxide (CO) Exposure Map.



Dallas Executive Airport
Project 14.017.03.F



Figure 5-3. Existing Total Hydrocarbons (THC) Exposure Map.



REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION

DALLAS EXECUTIVE AIRPORT
DALLAS, TEXAS

**FUTURE TOTAL
HYDROCARBONS
(THC) EXPOSURE MAP**

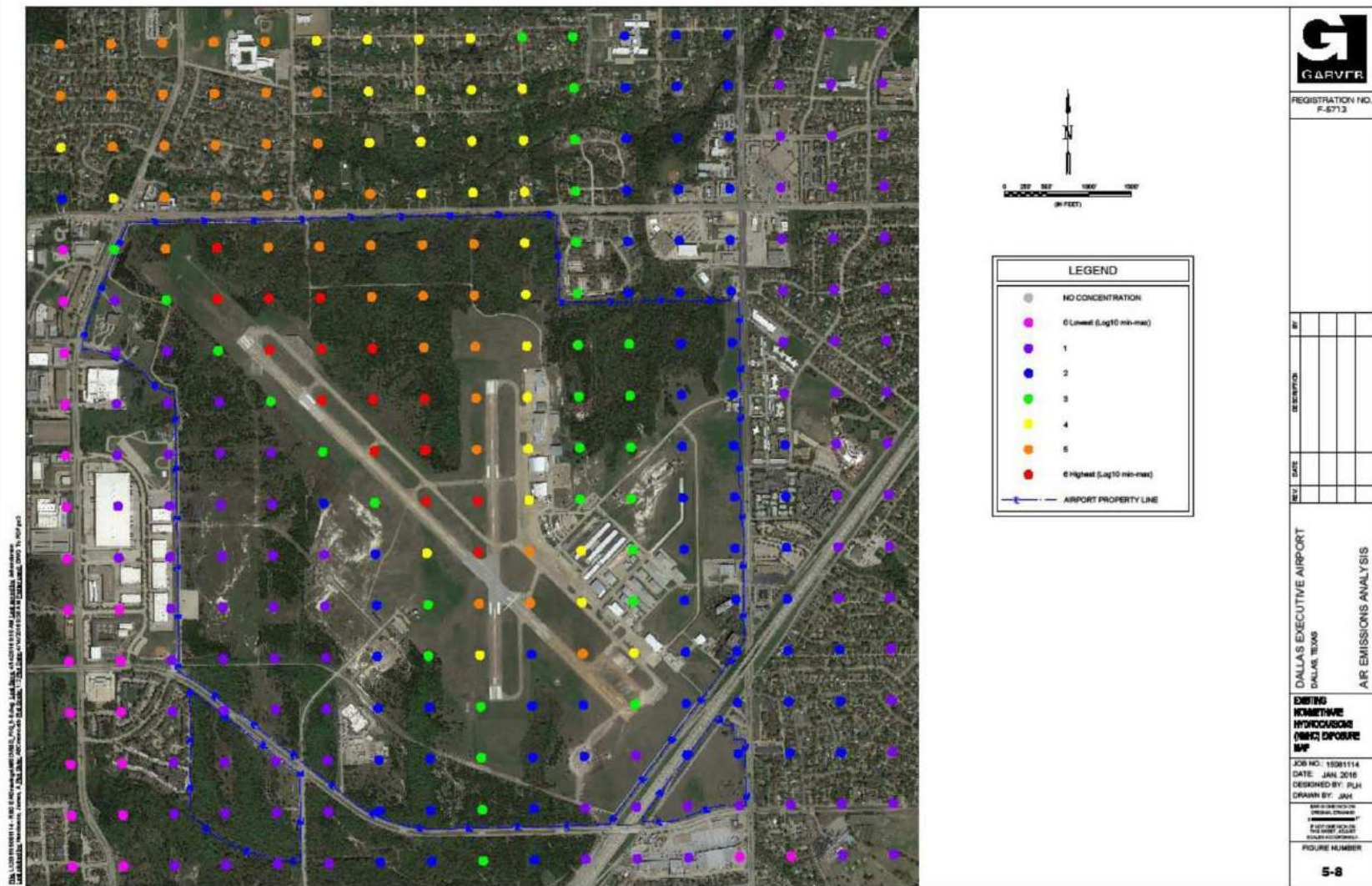
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DATE: JAN 2016
DESIGNED BY: PLH
DRAWN BY: JAH

FIGURE NUMBER
5-7

Dallas Executive Airport
Project 14.017.03.F



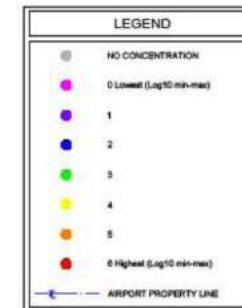
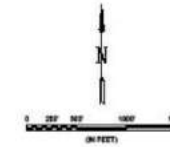
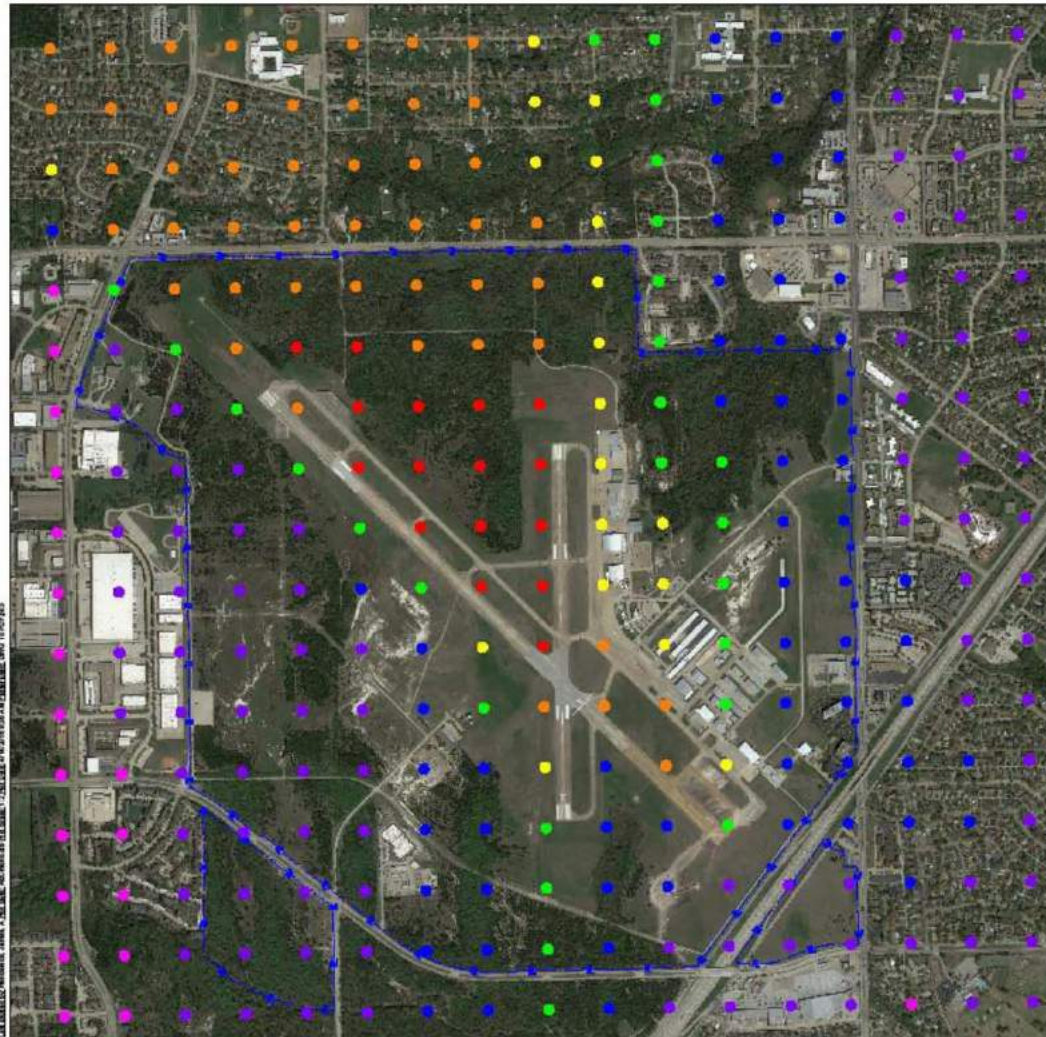
Figure 5-4. 2028 Total Hydrocarbons (THC) Exposure Map.



Dallas Executive Airport
Project 14.017.03.F



Figure 5-5. Existing Nonmethane Hydrocarbons (NMHC) Exposure Map.



REGISTRATION NO.
F-5713

REV	DATE	DESCRIPTION

DALLAS EXECUTIVE AIRPORT
DALLAS, TEXAS
AIR EMISSIONS ANALYSIS

**FUTURE
NONMETHANE
HYDROCARBONS
(NMHC) EXPOSURE
MAP**

JOB NO.: 15081114
DATE: JAN 2016
DESIGNED BY: RJH
DRAWN BY: JWH

DATE OF REVIEW:
REVIEWED BY:
REVIEW COMMENTS:

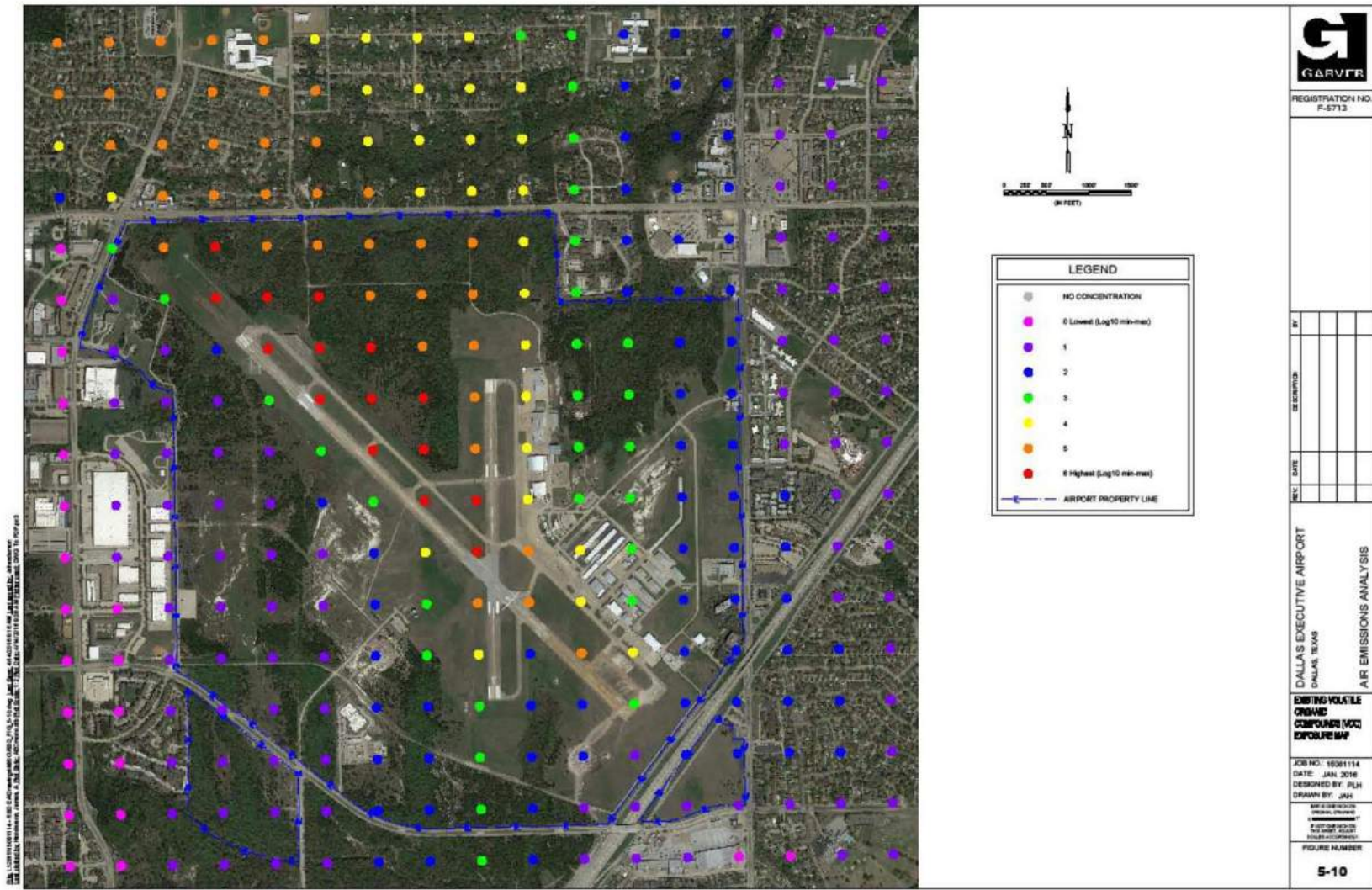
FIGURE NUMBER

5-9

Dallas Executive Airport
Project 14.017.03.F



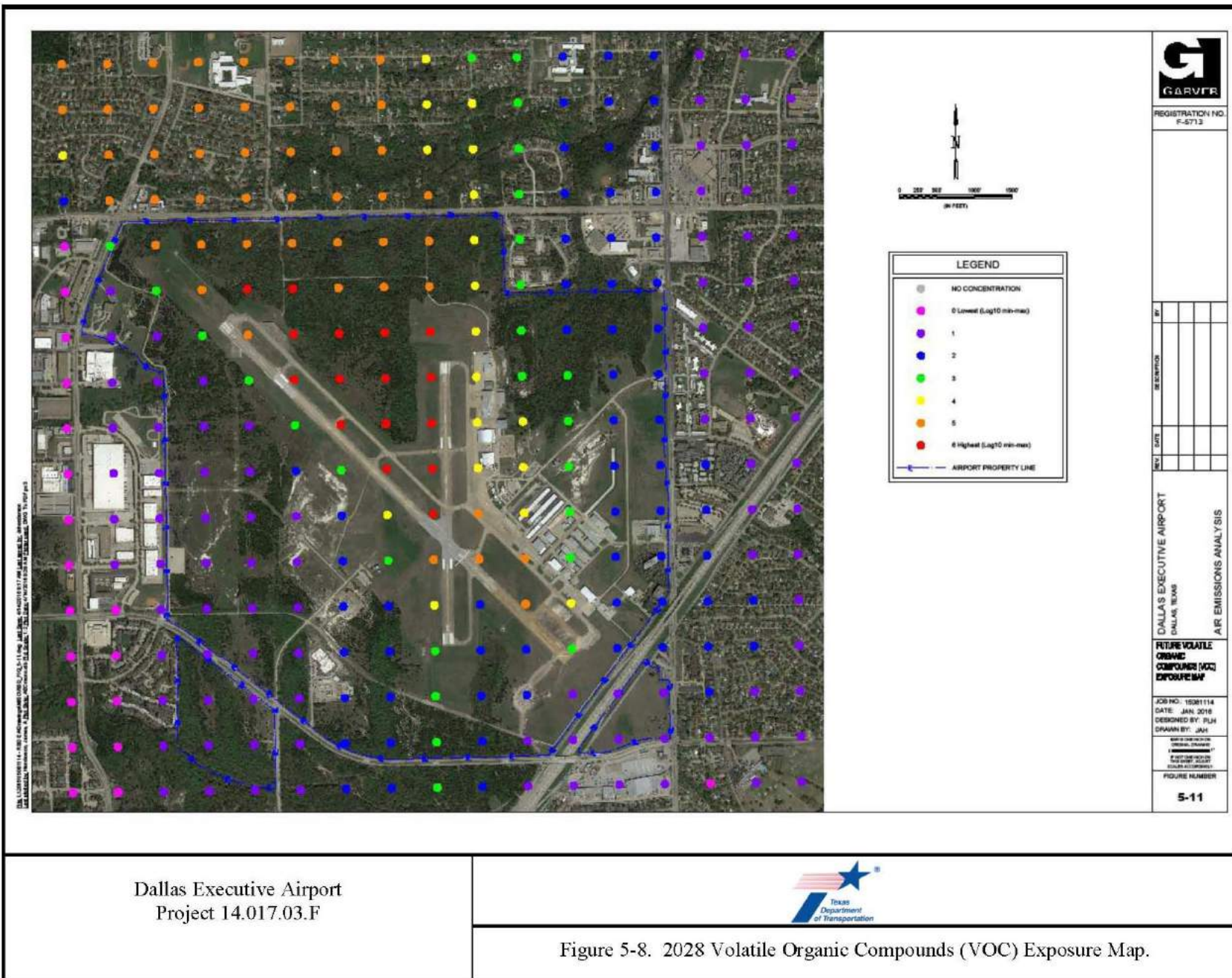
Figure 5-6. 2028 Nonmethane Hydrocarbons (NMHC) Exposure Map.

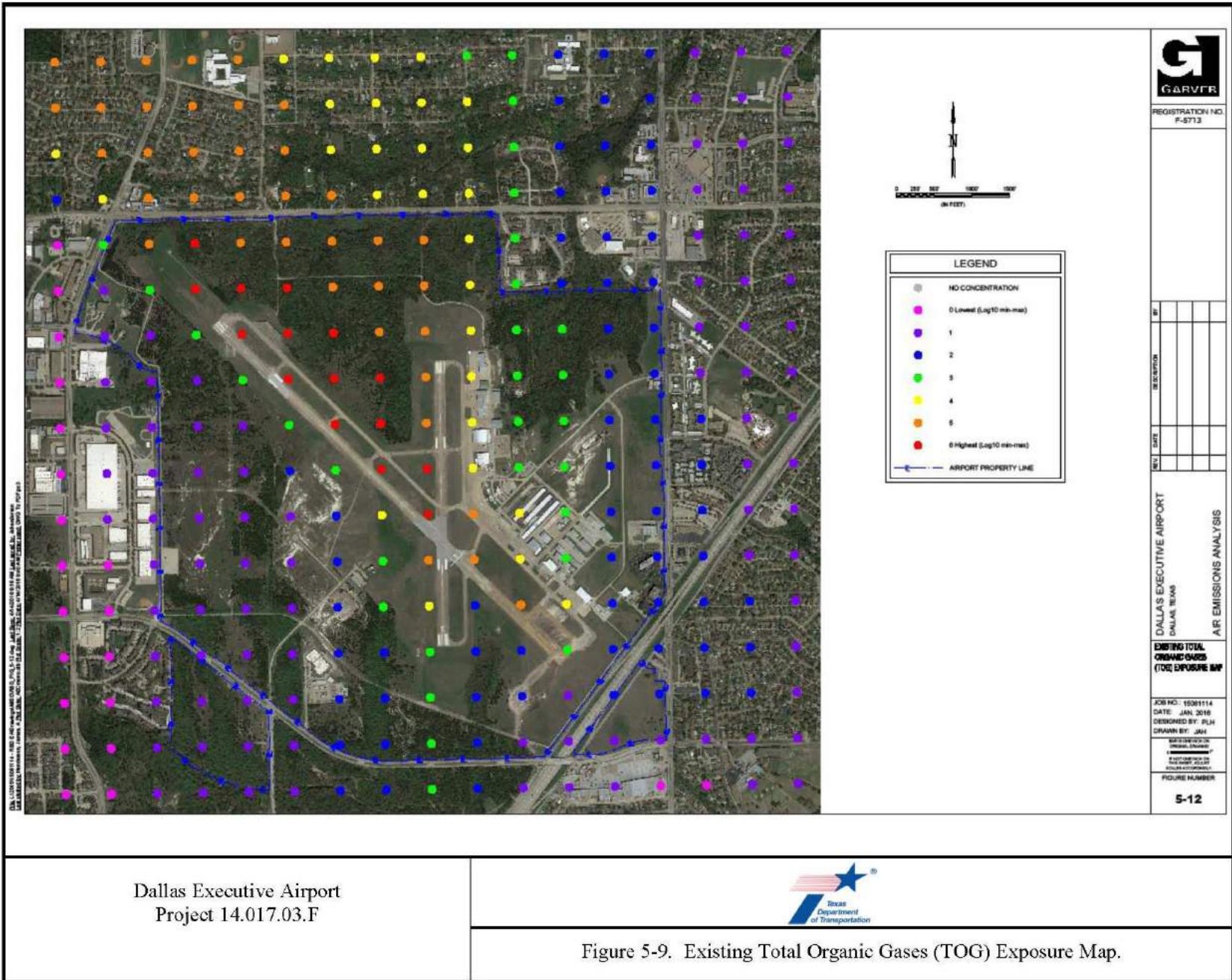


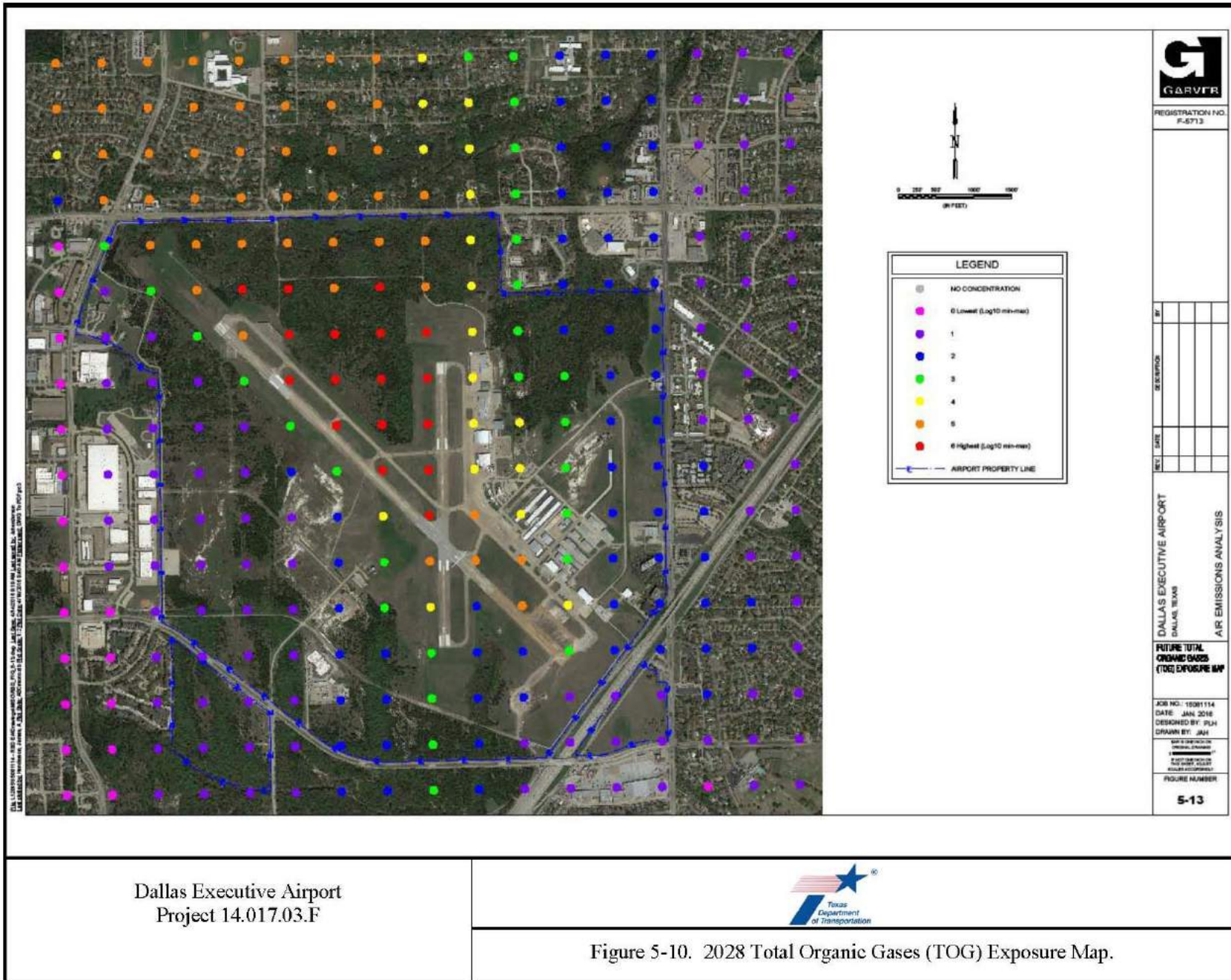
Dallas Executive Airport
Project 14.017.03.F

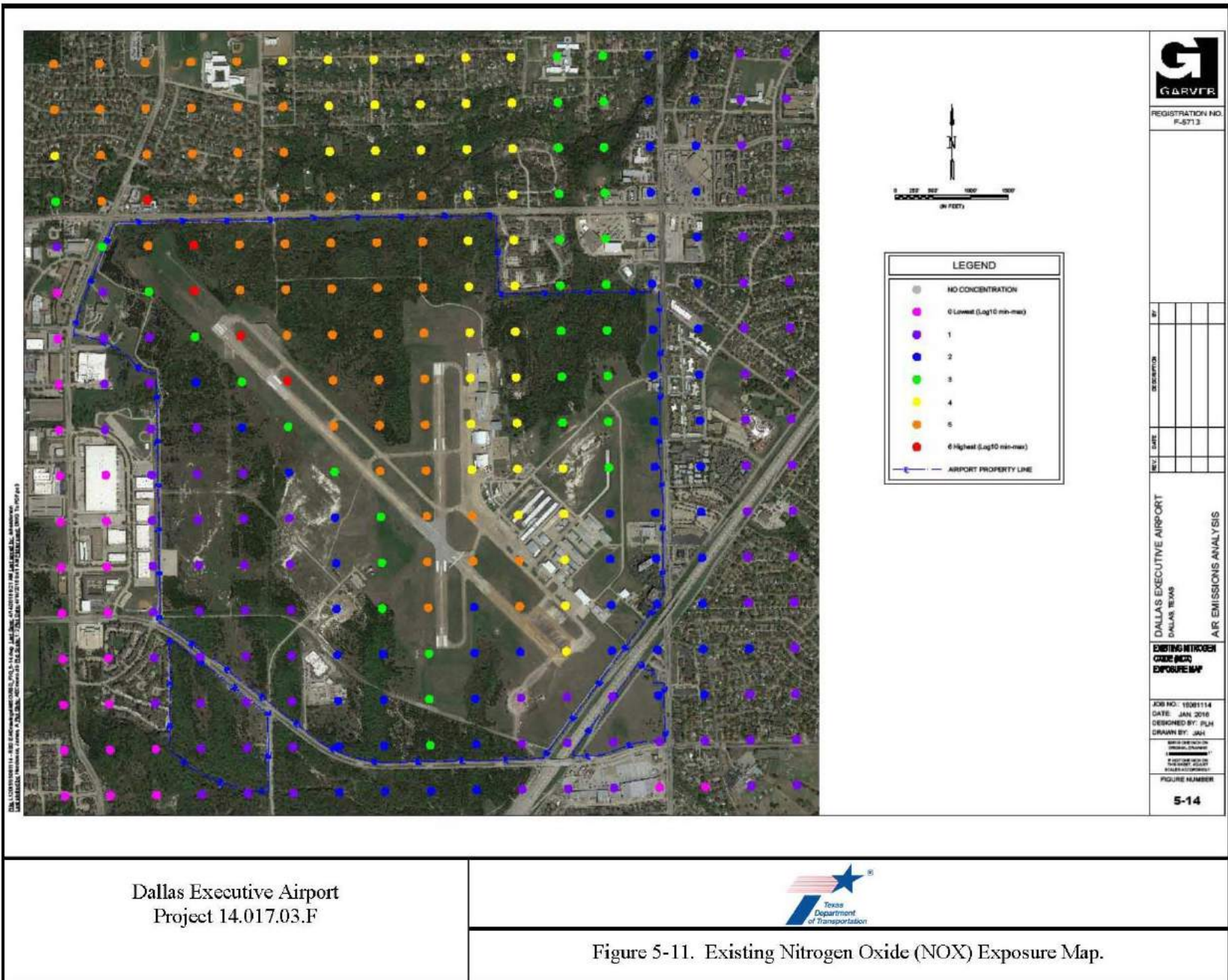


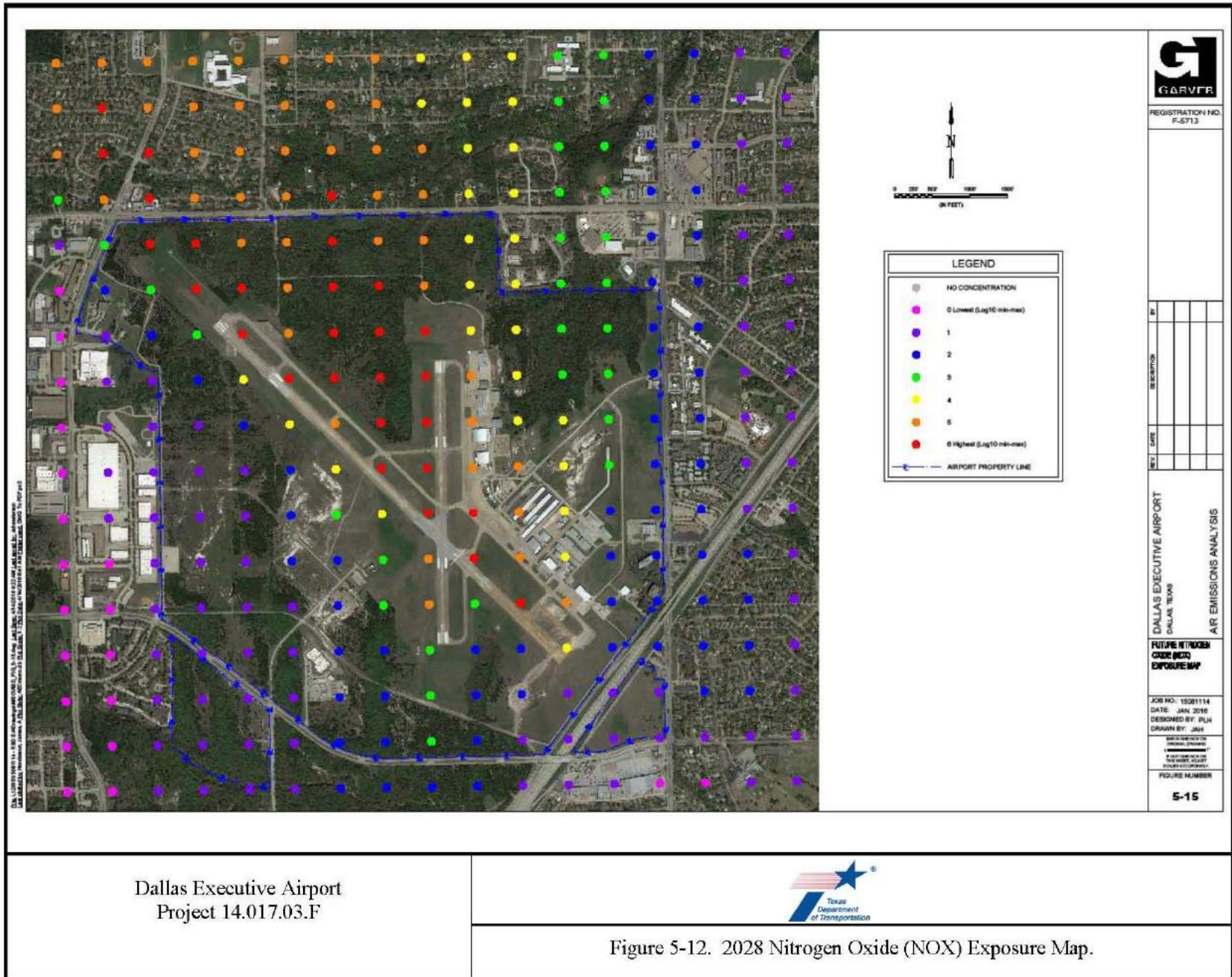
Figure 5-7. Existing Volatile Organic Compounds (VOC) Exposure Map.

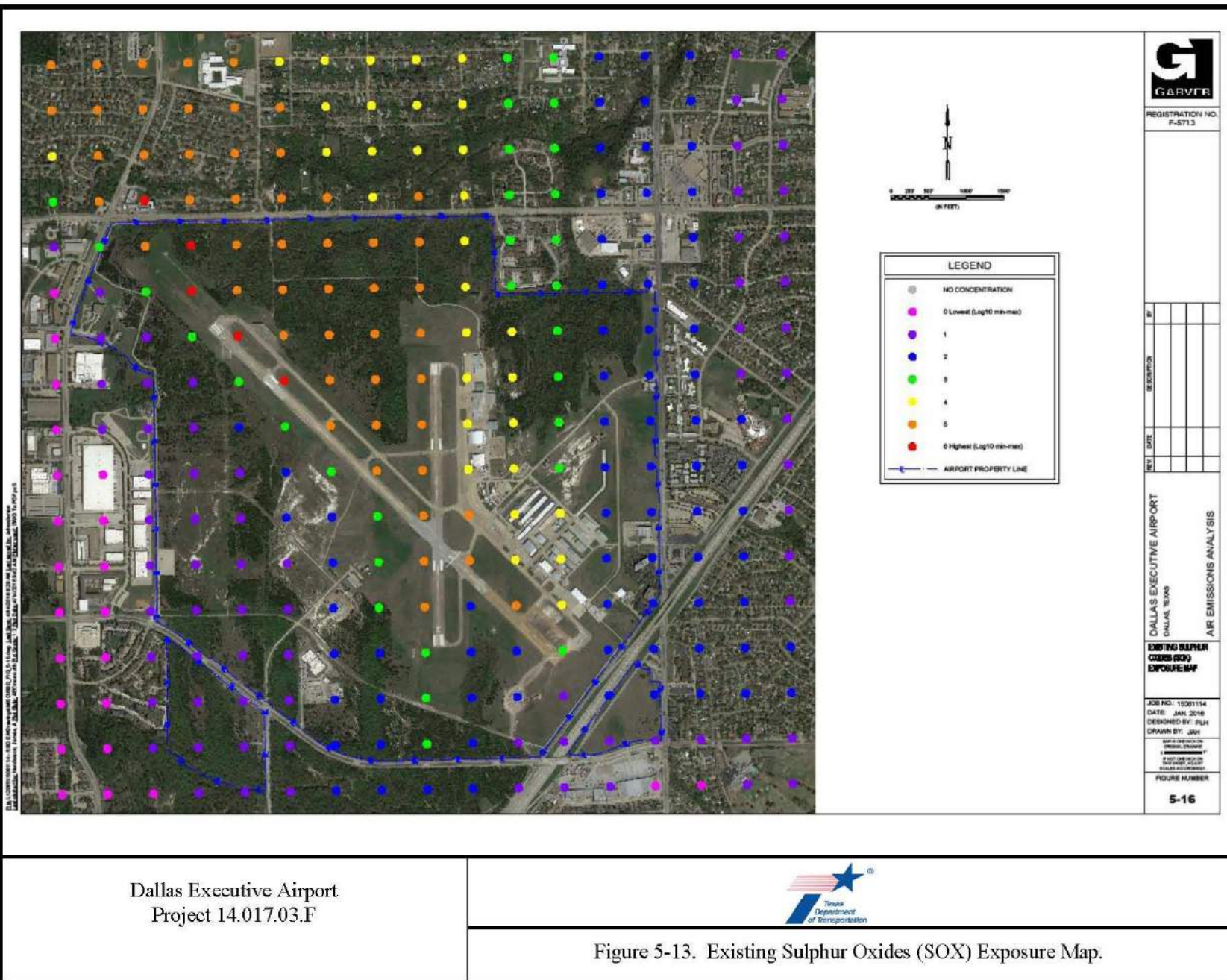














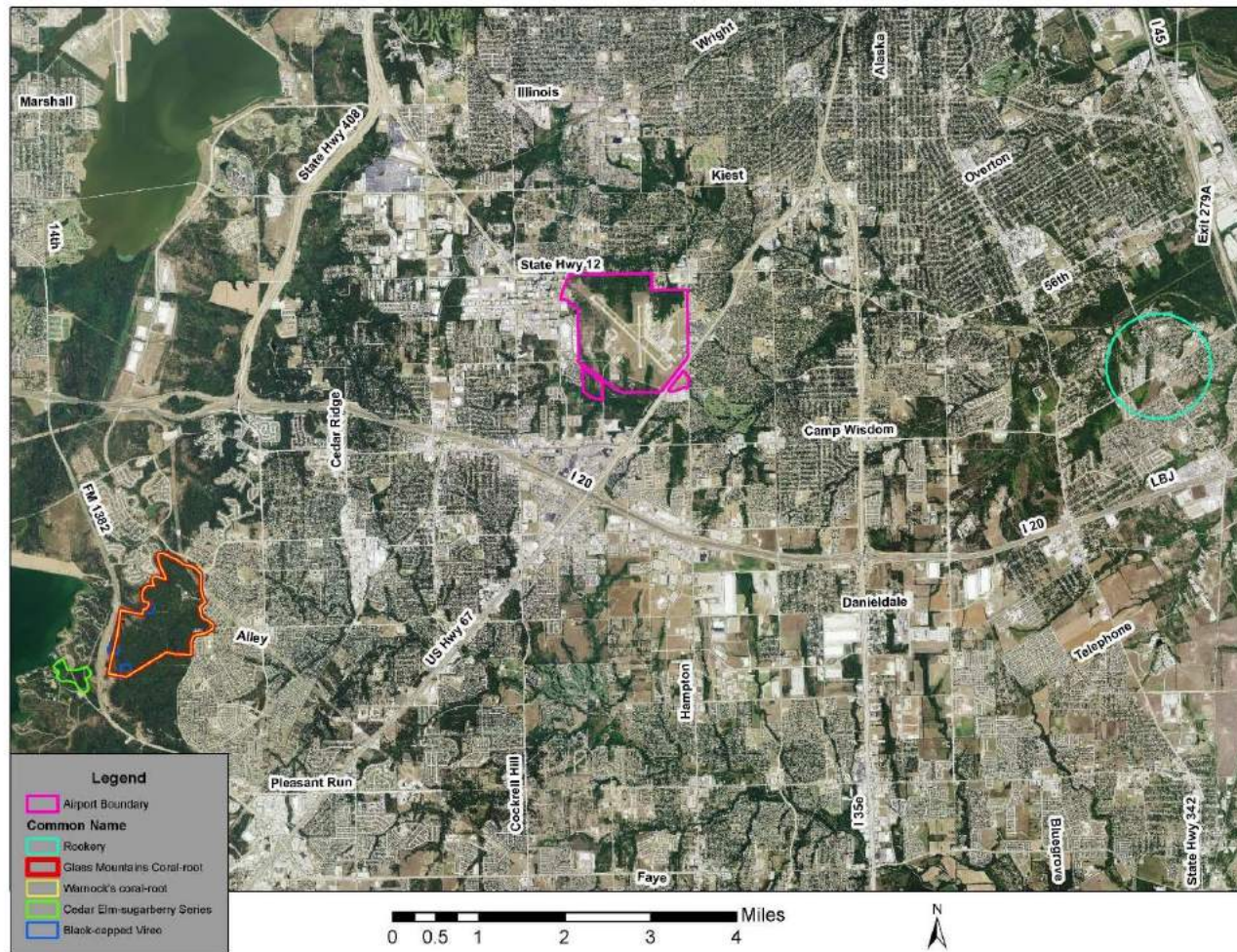
5.2 Biological Resources (including Fish, Wildlife, and Plants)

The *Fish and Wildlife Coordination Act* requires that agencies consult with the state wildlife agencies and the Department of the Interior concerning the conservation of wildlife resources where the water of any stream or other water body is proposed to be controlled or modified. The modification of streams or water bodies is not expected to occur with any of the proposed alternatives.

The *Migratory Bird Treaty Act* (MBTA) prohibits private parties and federal agencies from intentionally taking a migratory bird, their eggs, or nests. The MBTA also prohibits activities that would harm migratory birds, their eggs, or nests unless the Secretary of the Interior authorizes such activities under a special permit. Hundreds of bird species are protected by the MBTA and represent common groups such as wading birds, hawks, blackbirds, songbirds, sparrows, doves and waterfowl. A complete list of bird species protected by the MBTA is available at the USFWS migratory birds' website (<http://www.fws.gov/migratorybirds/regulationspolicies/mbta/MBTANDX.HTML>). Migratory birds are likely present at the airport, particularly in the less developed areas with grassland, scrub/shrub and trees. If migratory bird species are identified at the airport and ground disturbance is planned during the nesting period for such birds, a certified biologist should conduct preconstruction surveys for the presence of the protected nesting bird species within 500 feet of the construction areas. If active nests are found, further coordination with the USFWS should occur.

Executive Order 13112, *Invasive Species*, directs federal agencies to use relevant programs and authorities, to the extent practicable and subject to available resources, to prevent the introduction of invasive species and provide for restoration of native species. FAA is to identify proposed actions that may involve risks of introducing invasive species on native habitat and populations. "Introduction" is the intentional or unintentional escape, release, dissemination, or placement of a species into an ecosystem as a result of human activity. "Invasive species" are alien species whose introduction does, or is likely to, cause economic or environmental harm or harm to human health. No invasive species are expected to be introduced as a result of the proposed action.

A request was sent to the Texas Parks and Wildlife Department (TPWD) Texas Natural Diversity Database (TXNDD) for this EA. The TXNDD was established in 1983 and is the TPWD's most comprehensive source of information on rare, threatened, and endangered plants, animals, invertebrates, exemplary natural communities, and other significant features. The TXNDD is continually updated, providing current or additional information on statewide status and locations of unique elements of natural diversity. However, the data are not all-inclusive, as there are gaps in coverage and species data, due to the lack of access to land or data, and a lack of staff and resources to collect and process data on all rare and significant resources. Therefore, according to TPWD, these data cannot provide a definitive statement as to the presence, absence, or condition of special species, natural communities, or other significant features in any area. The TXNDD information is intended to assist users in avoiding harm to rare species or significant ecological features. Multiple United States Geological Survey(USGS) topographic quadrants were submitted for the TXNDD search in order to cover a broad area around the project site. Based on a search of their records, TXNDD had no species data for the project site or the surrounding area within 4 miles (Figure 5-15).



Dallas Executive Airport
Project 14.017.03.F



Figure 5-15. TXNDD Map.

Listed plant species are not protected from take, although it is illegal to collect or maliciously harm them on Federal land. Texas regulation relevant to protected species are included in Title 31, Part 2, Chapter 65, Subpart G, Sections 65.171-176 and Title 31, Part 2, Chapter 69, Subchapter A Sections 69.1-9 of the Texas Administrative Code. These sections regulate the taking, possessing, transporting, exporting, processing, selling/offering for sale, or shipping of endangered or threatened species of fish, wildlife, and plants.

Table 5-4 summarizes the federal and state listed species as published on the Texas Parks and Wildlife Department's (TPWD) Annotated County Lists of Rare Species, dated July 31, 2014 (last revised 4/28/2014) and obtained from the USFWS website on July 31, 2014. Table 5-4 does not include rare species listed by the state of Texas. There are five species that are federally listed as endangered or threatened for Dallas County: Whooping Crane (*Grus americana*); Interior Least Tern (*Sterna antillarum*); Black-capped Vireo (*Vireo atricapilla*); Golden-cheeked Warbler (*Dendroica chrysoparia*); and Piping Plover (*Charadrius melodus*). Critical habitat for wintering populations of Piping Plovers occurs in Texas near the Gulf of Mexico but not within Dallas County. Sprague's Pipit (*Anthus spragueii*) is a candidate for listing under the ESA.

It should also be noted that an action need not involve a threat of extinction of federally listed species to result in a significant impact; lesser impacts, including impacts on state listed species, could also constitute a significant impact. Habitat at the airport is not suitable for most of the state listed species identified in Table 5-4. However, habitat at the airport may be potentially suitable for the timber/canebrake rattlesnake (*Crotalus horridus*), a habitat generalist. The USFWS and the TPWD will be notified regarding the proposed action and an opinion will be requested. Because the timber/canebrake rattlesnake is a habitat generalist, the potential loss of habitat that would occur if the proposed action were implemented would not be expected to impact the species.

The City of Dallas Tree Ordinance, Article X- Landscape and Tree Preservation requires a permit to remove protected trees within the city limits of Dallas. The proposed alternative proposes to remove 16.5 acres of trees at the north and west sides and the northwest end of Runway 13. A request has been submitted to the City of Dallas Arborist (Appendix C) for removal of these trees in order to comply with FAA air navigational and safety compliance requirements. A response is pending.

5.3 Climate

Increasing concentrations of GHGs in the atmosphere affect global climate (IPCC 2014). Of growing concern is the impact of proposed projects on climate change. Greenhouse gases are those that trap heat in the earth's atmosphere. Both naturally occurring and anthropogenic (man-made), including the combustion of fossil fuels, greenhouse gases include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) (Executive Order 13693). CO₂ is the most important anthropogenic GHG because it is a long-lived gas that remains in the atmosphere for up to 100 years.

Table 5-4. Endangered and Threatened Species in Dallas County, Texas.

Species (Scientific Name)	Species Habitat Description	Status	Potential for Occurrence at KRBD (Habitat Present)	Pertinent Information
BIRDS				
American Peregrine Falcon <i>(Falco peregrinus)</i>	Year-round resident and local breeder in west Texas, nests in tall cliff eyries; also, migrant across state from more northern breeding areas in US and Canada, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.	State Threatened	Potential to occur	This species is a potential migrant through the area, but does not breed or winter in the area. It's presence in the project area would at most be transitory, and the proposed project would have no impact on the American Peregrine Falcon.
Bald Eagle <i>(Haliaeetus leucocephalus)</i>	Found primarily near rivers and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds.	State Threatened	Unlikely to occur	Project site is too close to human habitation for Bald Eagles to utilize.
Black-capped Vireo <i>(Vireo atricapilla)</i>	Oak-juniper woodlands with distinctive patchy, two-layered aspect; shrub and tree layer with open, grassy spaces; requires foliage reaching to ground level for nesting cover; return to same territory, or one nearby, year after year; deciduous and broad-leaved shrubs and trees provide insects for feeding; species composition less important than presence of adequate broad-leaved shrubs, foliage to ground level, and required structure; nesting season March-late summer.	Federal and State Endangered	Unlikely to occur	No areas within the site contained distinct two-layered patchy woodland. Therefore, habitat potential for this species is low.
Golden-cheeked Warbler <i>(Dendroica chrysoparia)</i>	Juniper-oak woodlands; dependent on Ashe juniper (also known as cedar) for long fine bark strips, only available from mature trees, used in nest construction; nests are placed in various trees other than Ashe juniper; only a few mature junipers or nearby cedar brakes can provide the necessary nest material; forage for insects in broad-leaved trees and shrubs; nesting late March-early summer.	Federal and State Endangered	Unlikely to occur	No stands of Ashe juniper located on the site.

Species (Scientific Name)	Species Habitat Description	Status	Potential for Occurrence at KRBD (Habitat Present)	Pertinent Information
Interior Least Tern (<i>Sterna antillarum</i>)	Subspecies is listed only when inland (more than 50 miles from a coastline); nests along sand and gravel bars within braided streams, rivers; also know to nest on man-made structures (inland beaches, wastewater treatment plants, gravel mines, etc.); eats small fish and crustaceans, when breeding forages within a few hundred feet of colony	Federal and State Endangered	Unlikely to occur	No sandbars on rivers are present on site.
Piping Plover (<i>Charadrius melodus</i>)	Wintering migrant along the Texas Gulf Coast; beaches and bayside mud or salt flats.	Federal and State Threatened	Unlikely to occur	No sandy beaches are located on site.
Sprague's Pipit (<i>Anthus spragueii</i>)	Wintering migrant along the Texas Gulf Coast; beaches and bayside mud or salt flats.	Federal Candidate	Unlikely to occur	No beaches, mudflats or coastal grasslands.
White-faced Ibis (<i>Plegadis chihi</i>)	Prefers freshwater marshes, sloughs, and irrigated rice fields, but will attend brackish and saltwater habitats; nests in marshes, in low trees, on the ground in bulrushes or reeds, or on floating mats.	State Threatened	Unlikely to occur	No standing water, ponds, or wetlands were located within the project site.
Whooping Crane (<i>Grus americana</i>)	Potential migrant via plains throughout most of state to coast; winters in coastal marshes of Aransas, Calhoun, and Refugio counties.	Federal and State Endangered	Unlikely to occur	Whooping cranes require expansive wetland habitats that are not found within the project site.
Wood Stork (<i>Mycteria americana</i>)	Forages in prairie ponds, flooded pastures or fields, ditches, and other shallow standing water, including salt-water; usually roosts communally in tall snags, sometimes in association with other wading birds (i.e. active heronries); breeds in Mexico and birds move into Gulf States in search of mud flats and other wetlands, even those associated with forested areas; formerly nested in Texas, but no breeding records since 1960.	State Threatened	Unlikely to occur	No standing water or ponds are located within the project site.

Species (Scientific Name)	Species Habitat Description	Status	Potential for Occurrence at KRBD (Habitat Present)	Pertinent Information
MOLLUSKS				
Louisiana pigtoe (<i>Pleurobema riddellii</i>)	Streams and moderate-size rivers, usually flowing water on substrates of mud, sand, and gravel; not generally known from impoundments; Sabine, Neches, and Trinity (historic) River basins.	State Threatened	Unlikely to occur	Intermittent stream on site not conducive to bivalves.
Texas heelsplitter (<i>Potamilus amphichaenus</i>)	Quiet waters in mud or sand and also in reservoirs. Sabine, Neches, and Trinity River basins.	State Threatened	Unlikely to occur	Intermittent stream on site not conducive to bivalves.
Texas pigtoe (<i>Fusconaia askewi</i>)	Rivers with mixed mud, sand, and fine gravel in protected areas associated with fallen trees or other structures; east Texas River basins, Sabine through Trinity rivers as well as San Jacinto River.	State Threatened	Unlikely to occur	Intermittent stream on site not conducive to bivalves.
REPTILES				
Alligator snapping turtle (<i>Macrochelys temminckii</i>)	Perennial water bodies; deep water of rivers, canals, lakes, and oxbows; also swamps, bayous, and ponds near deep running water; sometimes enters brackish coastal waters; usually in water with mud bottom and abundant aquatic vegetation; may migrate several miles along rivers; active March-October; breeds April-October.	State threatened	Unlikely to occur	Perennial water bodies are not located within the project site.
Texas horned lizard (<i>Phrynosoma cornutum</i>)	Open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September.	State threatened	Unlikely to occur	No sparsely vegetated areas on site.
Timber rattlesnake (<i>Crotalus horridus</i>)	Swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland; limestone bluffs, sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto.	State threatened	Potential to occur	Potential habitat for this species exists on site; however, this species is a habitat generalist and is not expected to be impacted by the proposed project.

Research has shown that there is a direct link between fuel combustion and greenhouse gas emissions (FAA 2012a). Therefore, sources that require fuel or power at an airport are the primary sources that would generate greenhouse gases. Aircraft are probably the most often cited air pollutant source, but they produce the same types of emissions as cars. Aircraft jet engines, like many other vehicle engines, produce CO₂, water vapor, nitrogen oxides, carbon monoxide, oxides of sulfur, unburned or partially combusted hydrocarbons (also known as volatile organic compounds (VOCs)), particulates, and other trace compounds.

According to most international reviews, aviation emissions comprise a small but potentially important percentage of human-made greenhouse gases and other emissions that contribute to global warming. The Intergovernmental Panel on Climate Change (IPCC) estimates that global aircraft emissions account for about 3.5% of the total quantity of greenhouse gas from human activities. In terms of relative U.S. contribution, the U.S. General Accounting Office (GAO) reports that aviation accounts “for about 3 percent of total U.S. greenhouse gas emissions from human sources” compared with other industrial sources, including the remainder of the transportation sector (23%) and industry (41%).

The scientific community is developing areas of further study to enable them to more precisely estimate aviation's effects on the global atmosphere. The FAA is currently leading several efforts intended to clarify the role that commercial aviation plays in greenhouse gas emissions and climate change. The most comprehensive is a multi-year program geared towards quantifying climate change effects of aviation. This program is called the Aviation Climate Change Research Initiative (ACCRI) and is funded by the FAA and NASA. ACCRI will reduce key scientific uncertainties in quantifying aviation-related climate impacts and provide timely scientific input to inform policy-making decisions. In addition, the FAA is funding a research initiative through the Partnership for Air Transportation Noise & Emissions Reduction (PARTNER) Center of Excellence (Project 12) to quantify the effects of aircraft exhaust and contrails on global and U.S. climate and atmospheric composition. With regard to airports, the FAA participated in a recent effort through the Transportation Research Board (TRB) Airport Cooperative Research Program (ACRP) to develop a guidebook on how to prepare airport greenhouse gas emission inventories. The “Guidebook on Preparing Airport Greenhouse Gas Emissions Inventories” (Report 11, 2009) is publicly available through TRB.

Airport development has the potential to both affect climate change and to be affected by it. Changes in resource categories such as air quality, natural resources, and energy supply can potentially contribute to climate change by increasing the amount of greenhouse gases emitted. Conversely, some airport projects may be impacted by the potential effects of climate change, such as rising sea levels. At this time, there is no consistent scientific indication of when and how the climate will change.

In the air emissions analysis completed using the FAA's AEDT 2b software, specific GHGs are not evaluated. However, the categories for CO, THC, TOC, and VOC all contain components of elements considered in the overall GHG impacts. As noted previously in Table 5-2, these categories containing GHGs are expected to increase between the no-action and proposed action at KRBD; however, their overall levels are not increasing beyond acceptable levels.

5.4 Coastal Resources

Coastal resources include all natural resources occurring within coastal waters and their adjacent shorelands. Coastal resources include islands, transitional and intertidal areas, salt marshes, wetlands, floodplains, estuaries, beaches, dunes, barrier islands, and coral reefs, as well as fish and wildlife and their respective habitats within these areas. Coastal resources include the coastlines of the Atlantic and Pacific oceans, the Great Lakes, and the Gulf of Mexico.

The project area is not within or near a coastal zone; therefore, the No Action, proposed action, and reasonable alternatives will not affect any coastal zones. The project area is also not within or near a coastal barrier; therefore, the No Action, proposed action, and reasonable alternatives will not affect any coastal barriers.

5.5 Department of Transportation Act, Section 4(f) Lands

Section 4(f) of the *Department of Transportation Act of 1966* protects against the loss of significant publicly owned parks and recreation areas, publicly owned wildlife and waterfowl refuges, and publicly or privately owned historic sites as a result of federally funded transportation projects. Proposed projects that require the “use” of such lands, including the “constructive use,” shall not be approved unless there is no “feasible and prudent” alternative and the project includes all possible planning to minimize the harm from such use. “Constructive use” of lands occurs when “a project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished.” (FAA Order 1050.1F).

There are two publicly owned parks that are considered Section 4(f) lands near the airport. The first is Boulder Park, located immediately adjacent to the south across Red Bird Lane. Boulder Park includes 106 acres with trails for hiking and mountain biking, wooded areas, creeks, and limestone deposits. The second public park, Red Bird Park, is located east of the airport within the residential neighborhood east of South Hampton Road. These parks are not located within the direct takeoff and landing path of the airport and the proposed airport improvements would not extend to these areas.

FAA regulation 14 CFR Part 150, Airport Noise Compatibility Planning (“Part 150 guidelines”), is the primary federal regulation guiding and controlling planning for aviation noise compatibility on and around airports. The Part 150 guidelines may be used in evaluating constructive use of lands devoted to traditional recreational activities. These parks are recreational areas under Part 150 rather than noise sensitive areas. The 65 dBA DNL noise contours for the proposed alternative are completely within airport boundaries. The part 150 guidelines allow for the reliance on DNL rather than single event noise analysis; therefore, there is no “constructive use” of public lands associated with these parks.

There are no Wildlife Management Areas located within Dallas County, and according to the National Register of Historic Places (NRHP), the closest NRHP-listed properties are located

approximately 4.5 miles to the northeast of the airport in the Rosemont Crest and Winnetka Heights historic districts of Dallas.

5.6 Farmlands

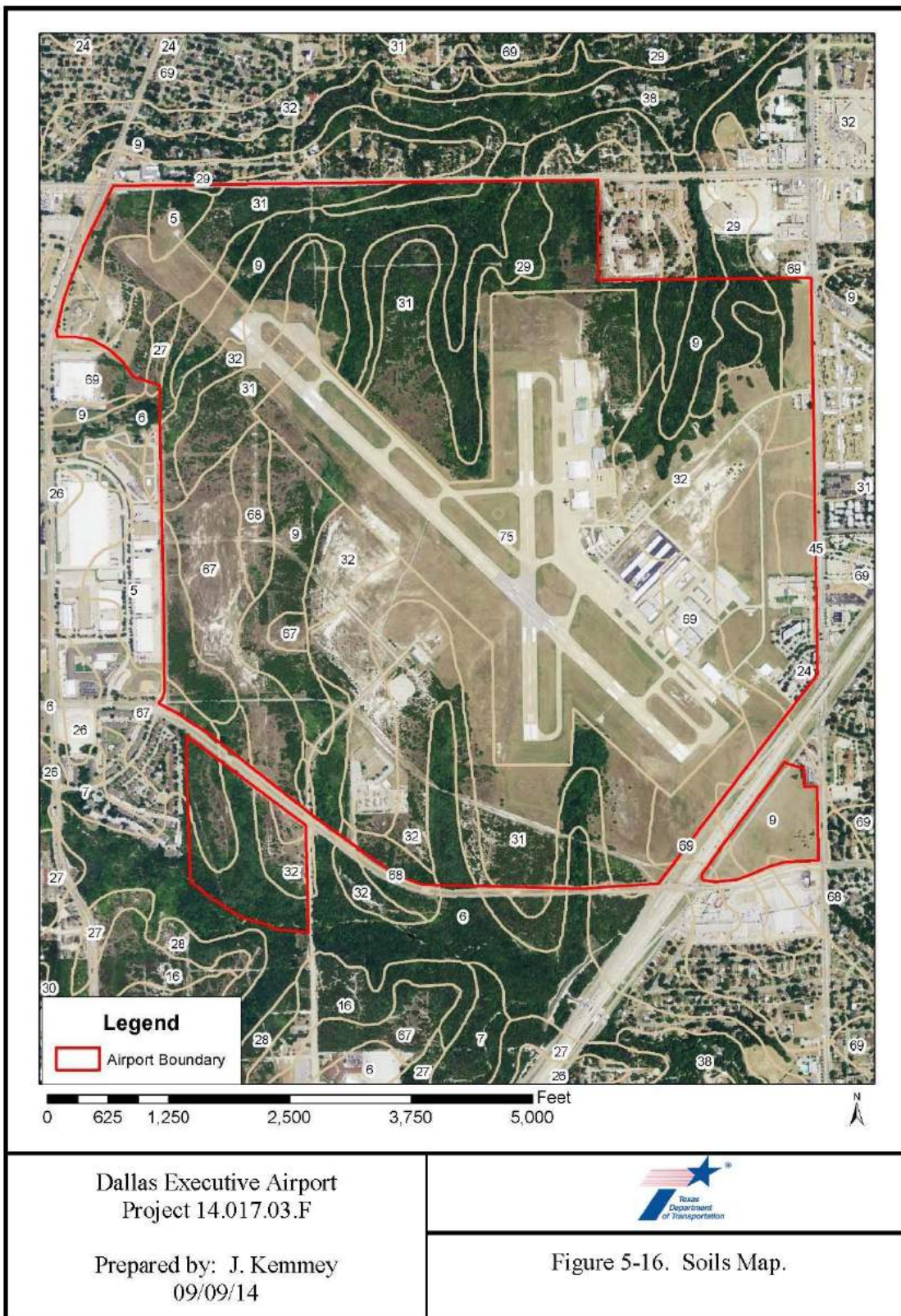
The project area does not include and is not near farmland. However, a small section of the proposed construction area in the northwest corner of the airport is mapped as Prime Farmland by the Natural Resources Conservation Services (NRCS). Map unit 5, Austin Silty Clay, 1 to 3 percent slopes depicted on Figure 5-16 is the soil type noted as Prime Farmland by the NRCS. This area has been previously disturbed, graded, and leveled during the construction of the existing runway alignment; therefore, this mapped area has already been converted to urban use and the No Action, proposed action, and reasonable alternatives will not affect this resource.

5.7 Hazardous Materials, Solid Waste, and Pollution Prevention

Four federal laws administered by the U.S. EPA govern the handling and disposal of hazardous materials, chemicals, substances, and wastes. The *Resource Conservation Recovery Act* (RCRA) and the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA), as amended (also known as Superfund), are the two laws that most affect airport operations. RCRA governs the generation, treatment, storage, and disposal of hazardous wastes and CERCLA provides for cleanup of any release of a hazardous substance, excluding petroleum, into the environment. Other laws include the *Hazardous Materials Transportation Act* (HMTA), which regulates the handling and transport of hazardous materials and wastes, and the *Toxic Substances Control Act* (TSCA), which regulates and controls the use of chemicals or toxic substances in commercial use.

The proposed action will not generate, disturb, transport, treat, store or dispose of hazardous wastes as defined in 40 CFR part 261 of RCRA. FAA Order 1050.1F, states that the threshold of significance for hazardous waste has not been established by the FAA; however, projects violating applicable laws or regulations regarding hazardous materials and/or solid waste management involving a contaminated site, producing a different quantity or type of hazardous waste, or adversely affecting human health and the environment are factors to consider. A significant impact may also be realized if the proposed action would affect a property listed on the National Priorities List (NPL). The NPL is a list of sites throughout the United States and its territories where substantial releases of hazardous substances, pollutants, or contaminants has occurred.

To evaluate the potential for existing hazardous waste or contamination within or near the project area, an assessment of potential environmental hazards was conducted. The assessment was based on sites identified by an Environmental DataMap™ Environmental Atlas™ report generated by Environmental Data Resources, Inc. (EDR). The EDR report can be provided upon request. The environmental database search was performed with a 1-mile radius of the project area. According to the EDR report, the following were identified within the search area:



- Eight businesses located at the airport that report to the EPA regarding the handling or disposal of hazardous materials under RCRA.
- Eleven Leaking Petroleum Storage Tank (LPST) sites, but all of these sites have closed investigations, indicating that they are not actively leaking.
- Twenty-six Underground Storage Tanks (USTs), of which three are located on airport property.
- Three Aboveground Storage Tanks (ASTs), of which two are located on airport property.
- Thirty-five entities that handle, generate and ship hazardous waste in Texas, two of which are located on airport property.
- Three Voluntary Cleanup Program (VCP) sites located outside of airport property.
- One Brownfield site outside of airport property.
- No existing or proposed NPL sites were found within or near the project area.

These results suggest that there is a low potential for hazardous substances to be encountered during the proposed construction. In the event that previously unknown contaminants are discovered during construction, or a spill occurs during construction, work should stop until the National Response Center (NRC) is notified. The NRC number is (800) 424-8802.

Pollution prevention at the airport is regulated through several laws including the hazardous waste laws presented above, the water quality laws discussed under water quality, and air quality regulations. The airport currently operates under a certified Storm Water Pollution Prevention Plan (SWPPP) specific to practices and procedures related to aircraft and airport-associated businesses and under the TPDES Multi-Sector General Permit TXR05000. The airport's most recent SWPPP is available online at http://www.dallascityhall.com/aviation/dallas_executive_swppp.html. As construction of the runway shift, RSA grading improvements, and extended taxiway will result in earthwork disturbances, some areas that are currently in a natural state will be disturbed. The construction area is greater than 1 acre, which requires that a SWPPP be developed according to the requirements of Construction General Permit TXR150000. A Notice of Intent would not need to be submitted to TCEQ due to the fact that the construction site is less than 5 acres.

Solid waste is generated regularly through airport operations. The creation of additional solid waste will occur as a result of the construction proposed project and in the future due to the increase in airport use. However, this increase is not expected to be excessive or create a significant solid waste impact. Currently, solid waste is hauled via the City of Dallas' Southwest (Oak Cliff) transfer station to the McCommas Bluff Landfill, located approximately 10 miles east of KRBD at 5100 Youngblood Road. The City of Dallas Oak Cliff transfer station is located on the western side of the airport. No impacts to the capacities and operations of either the Oak Cliff transfer station or the McCommas Bluff Landfill are anticipated as a result of future airport growth.

Future airport operations could involve the use of additional hazardous materials. Airport facilities and businesses will continue to be required to comply with all applicable laws and permitting requirements.

5.8 Historical, Architectural, Archeological, and Cultural Resources

NEPA requires federal agencies to consider the potential effect of their actions on “the human environment,” which includes cultural as well as natural aspects of the environment. Cultural resources include historic and archaeological resources (including prehistoric or historic sites, districts, buildings, structures, or objects), which have been listed in, or determined eligible for listing in, the National Register of Historic Places (NRHP). This restriction also extends to an agent acting on behalf of the Federal Aviation Administration, such as the Texas Department of Transportation Aviation Division (TxDOT AVN), and any airport sponsors with an undertaking using funds provided by TxDOT AVN under the State Block Grant Program Agreement.

Historic and archaeological resources that are listed or eligible for listing in the NRHP are protected by federal law, primarily the *National Historic Preservation Act of 1966* (NHPA), as amended, and its implementing regulations, 36 CFR 800 (August 2004). Under the authority of Section 106 of the NHPA, federal agencies must take into account the potential effects an undertaking may have on properties listed in or eligible for listing in the NRHP. As part of this EA, TxDOT AVN initiated consultation regarding the identification, evaluation, and treatment of historic architectural and archaeological resources with the State Historic Preservation Officer (SHPO), as represented by the Texas Historical Commission (THC).

In addition to federal law, the Antiquities Code of Texas (the Code) requires state agencies and political subdivisions of the state (including entities such as the City of Dallas) to notify THC of ground-disturbing activity on public land. The law also establishes the designation of State Antiquities Landmark, which may be applied to historic buildings as well as archeological sites.

To determine the effect a project may have on properties listed or eligible for listing in the NRHP, or on properties protected by the Code, an Area of Potential Effect (APE) was established for non-archeological historic resources, and another APE was established for archeological resources. The APE for non-archeological historic resources is all land within KRBD airport property boundary. The APE for archeological resources is all land within KRBD property subject to ground disturbance by the proposed activity, including the depth of construction. The APE for non-archeological resources and the APE for archaeological resources are depicted in figures that are a part of the historic resources survey report, which is included in Appendix D.

A Request for SHPO Consultation form was submitted to SHPO/THC on January 7, 2014. SHPO/THC subsequently determined that no historic properties would be affected by the proposed alternative. No historic properties would be affected by the Proposed Alternative nor the No Action Alternative and the proposed alternative does not violate any requirements of the Texas Antiquities Code.

5.9 Land Use

Existing land uses within the airport are detailed on the Airport Layout Plan (Figure 1-2). They include 1) fixed based operators; 2) terminal; 3) Texas National Guard Armory; 4) maintenance; 5) fuel farm; 6) aircraft parking apron and hangars; 8) covered auto parking; 9) airport traffic control tower; 10) storage; 11) access roads; and 12) open land consisting of grassland, scrub shrub, and forest.

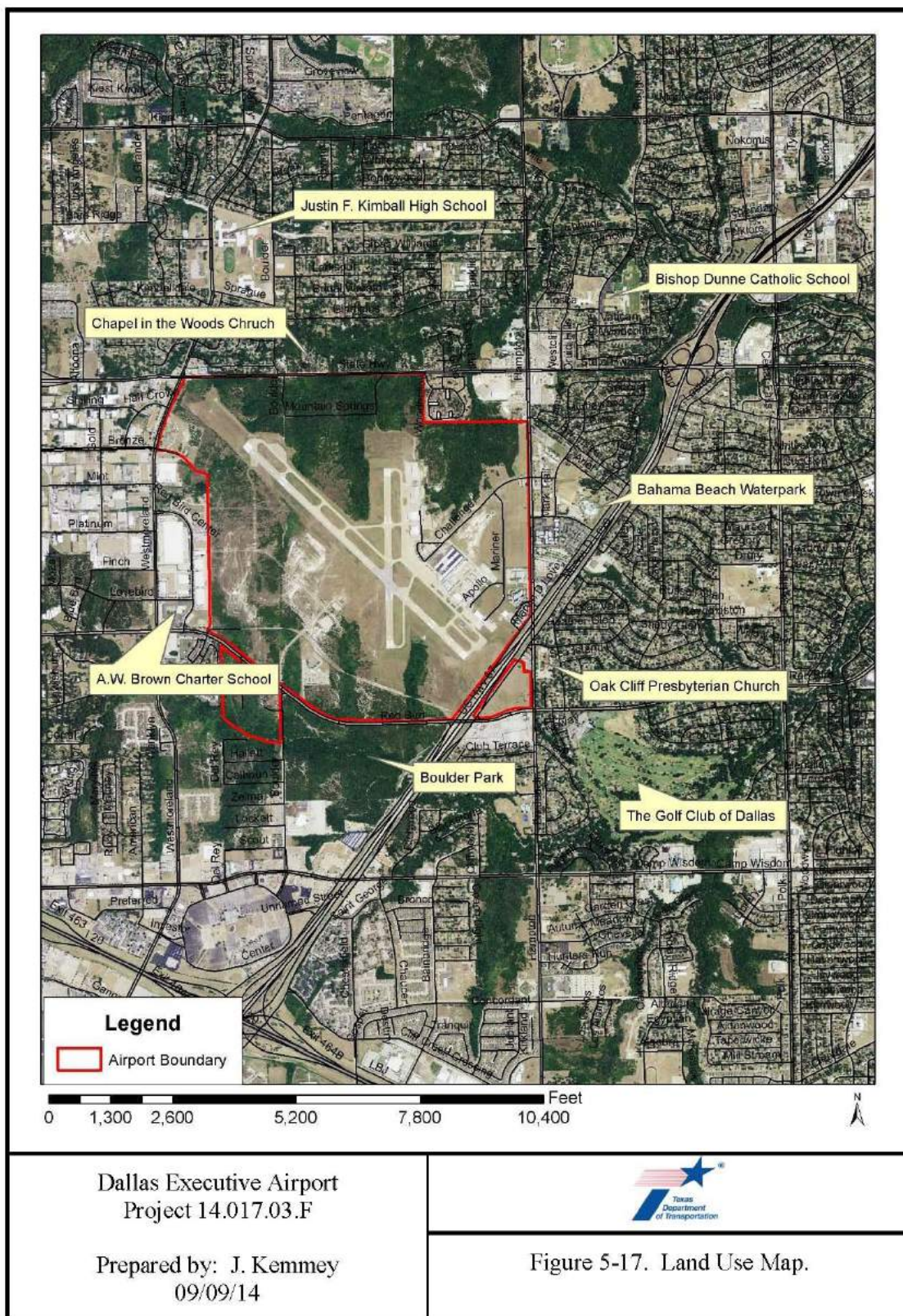
The land uses adjacent to the airport are shown on Figure 5-17. They include 1) public roads; 2) commercial/industrial; 3) private residences; 4) schools; 5) places of worship; and 6) open land. One school, A.W. Brown Fellowship Charter School, is located within one-quarter mile of the airport. Residential areas are located to the south, north, and east of the airport.

Compatibility with land uses in the vicinity of an airport is usually associated with either wildlife, noise or structure height. To minimize the potential for land use incompatibility, noise impacts should be considered by entities with authority over future development, in this case the City. Assurance of compatible land use is required under 49 USC 47107(a)(10), formerly section 511(a)(5) of the 1982 Airport Act.

The City has enacted height hazard zoning guidelines surrounding the airport that incorporate federal guidelines as set forth in 14 CFR 77, *Objects Affecting Navigable Airspace*. With the exception of the height zoning, the City does not include any special zoning restrictions to ensure compatible land uses in the area surrounding the airport.

Nearby land uses can also pose a threat to safe aircraft operations if they contain features that attract wildlife. Such features may include wetlands, lakes, landfills, or structures within approach and departure zones. There are no wildlife attractants such as large water features within or near the airport.

As noted in Section 2. Purpose and Need, the airport's current RPZ extends over incompatible land uses. The No Action alternative would do nothing to resolve the problem, whereas the remaining alternatives address the incompatibility in varying degrees. As detailed in the Master Plan, the only solution that would achieve complete removal of land use incompatibility for the RPZ of Runway 13-31 would involve expanding the airport and acquiring additional land. All of this EA's alternatives that include displaced thresholds reduce the amount of RPZ that extends over incompatible land uses. The alternatives that include the 400-foot and 500-foot displaced thresholds on Runways 13 and 31 respectively (Alternatives 4 and 9), achieve the greatest reduction in the RPZ incompatibility. If the proposed actions (Alternative 9) are completed, the mandated safety areas will be contained on airport property, with the exception of small portions of the RPZ for Runway 31. That RPZ will extend south of U.S. Highway 67 over the parking lot of a neighboring commercial area and west of South Hampton Road over one driveway in a residential area. Although both areas are clear of buildings and structures and thus not technically considered a land use incompatibility, the airport should, at a minimum, seek an aviation easement over these offsite areas to ensure that future development does not lead to an incompatibility.



5.10 Natural Resources and Energy Supply

The FAA considers an action to have a significant impact on natural resources and energy when an action's construction, operation, or maintenance would cause demands that exceed available or future natural resource or energy supplies. When proposed actions necessitate the expansion of utilities, power companies or other suppliers would need to be contacted to determine if the proposed project demands can be met by existing or planned facilities.

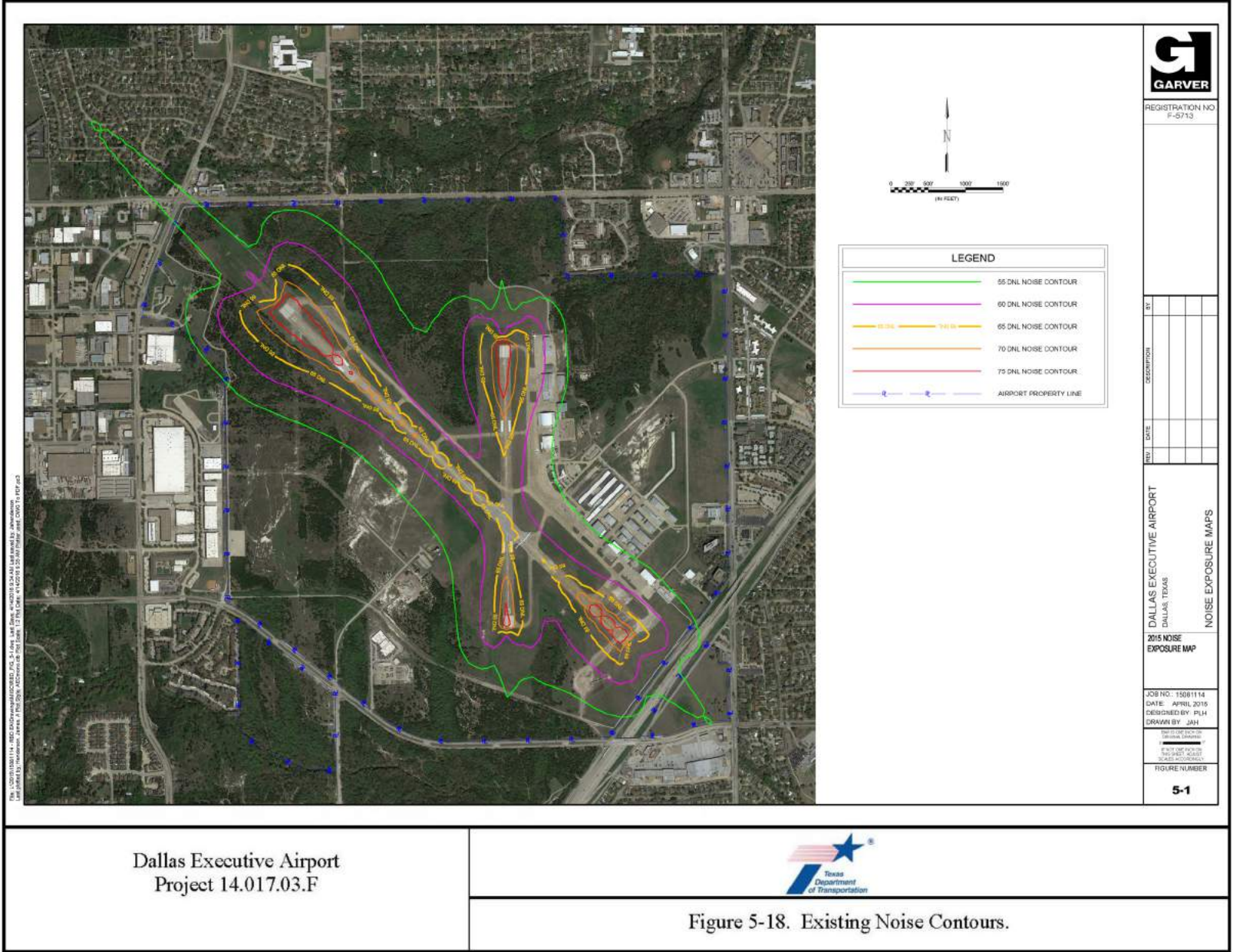
The use of energy and natural resources will occur both during construction of the runway and during operation of the airport. However, none of the planned development projects at the airport are anticipated to result in significant increases in demand for natural resources or energy consumption beyond what is readily available by service providers. The use of energy and natural resources will be limited to only those necessary to meet the regulatory construction and safety requirements for users and local populations.


5.11 Noise and Noise-Compatible Land Use

Cumulative noise exposure of individuals from aviation activities is measured in terms of annualized day/night average sound level (DNL) measured in decibels (dB). The FAA has determined that 65 DNL is the recommended threshold above which proves to be incompatible for residential, institutional, and commercial areas. Areas where 65 DNL and greater are expected to occur are mapped as noise contours. The airport's existing noise contours are depicted in Figure 5-18. This figure depicts the noise contours from the 55 DNL contour up to the 75 DNL contour.

The FAA also provides federal compatible land use guidelines for several land uses as a function of DNL values. FAA Order 5050.4B defines a noise sensitive area as "an area where noise interferes with the area's typical activities or its uses". Noise sensitive areas typically include residential homes, educational institutions, health care facilities, religious structures and sites, parks, recreational areas, areas with wilderness characteristics, wildlife refuges, and cultural and historical sites. FAA orders 1050.1F and 5050.4B define a significant noise impact as one which would occur if the proposed action would cause noise-sensitive areas to experience an increase in noise of 1.5 dB or more at or above the 65 DNL noise contour when compared to a No Action alternative for the same time frame.

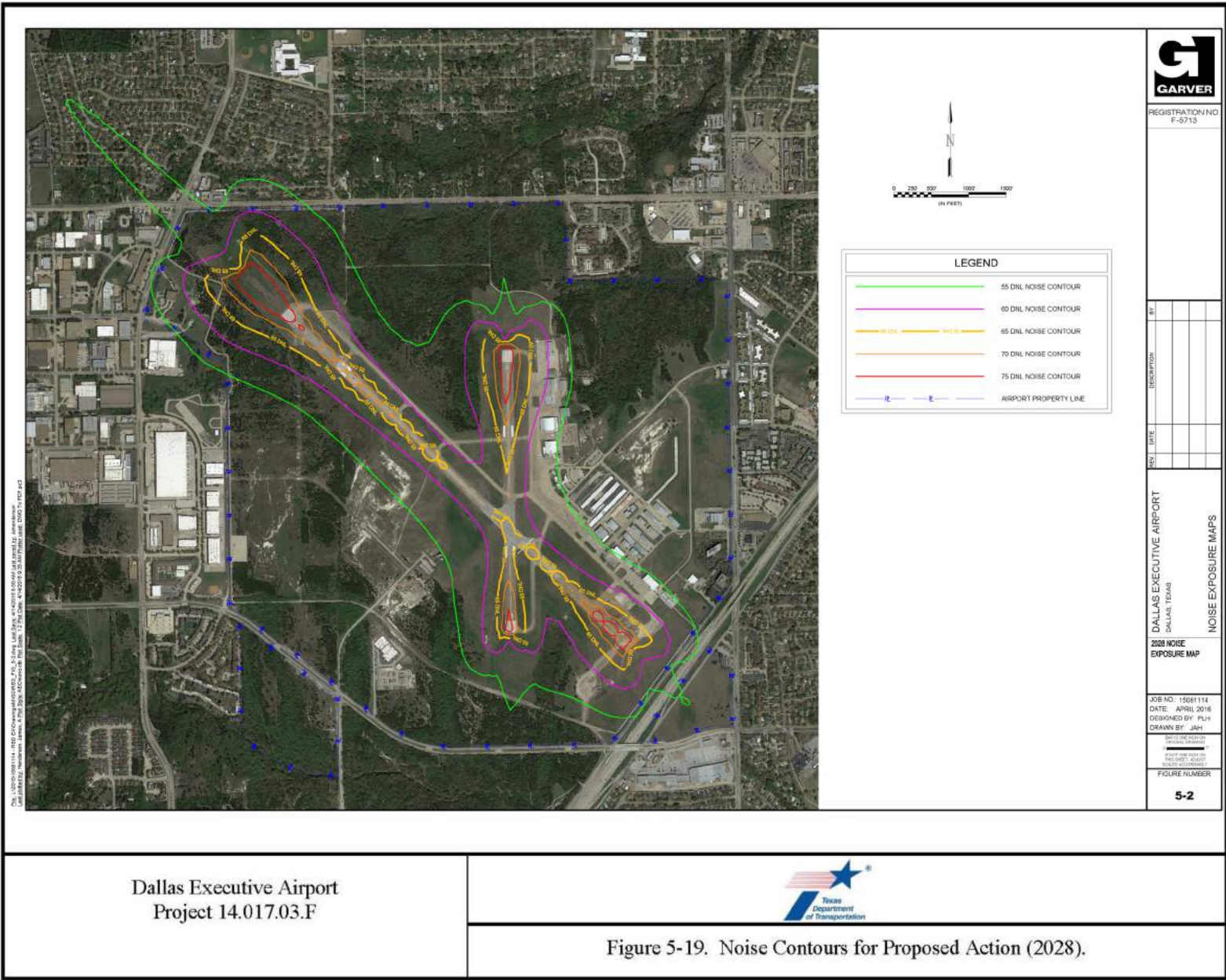
The airport's existing 65 DNL and higher noise contours are located wholly within airport property and no residences or other noise-sensitive land uses are located within the existing 65 DNL contour. The No Action and the Displaced Threshold Only alternatives (Groups 1 and 2) would not change the existing contours since there is no change in runway pavement. The extended runway options, with and without EMAS (Groups 3 and 4), would lengthen the 65 DNL contours by the amount of the runway extension (i.e. 535 or 685 feet). The Proposed Action would increase the length of the 65 DNL contour by approximately 685 feet, as depicted in Figure 5-19; however, the 65 DNL contour remains entirely within airport property. The noise modeling depicted in Figure 5-19 would also apply to all the pavement extension alternatives in Groups 3 and 4.



	
REGISTRATION NO. F-5713	
BY	
DESCRIPTION	
DATE	
REV	
DALLAS EXECUTIVE AIRPORT DALLAS, TEXAS	
2015 NOISE EXPOSURE MAP	
JOB NO.: 15081114 DATE: APRIL 2015 DESIGNED BY: PLH DRAWN BY: JAH	
FIGURE NUMBER	
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Figure 5-19. Noise Contours for Proposed Action (2028).

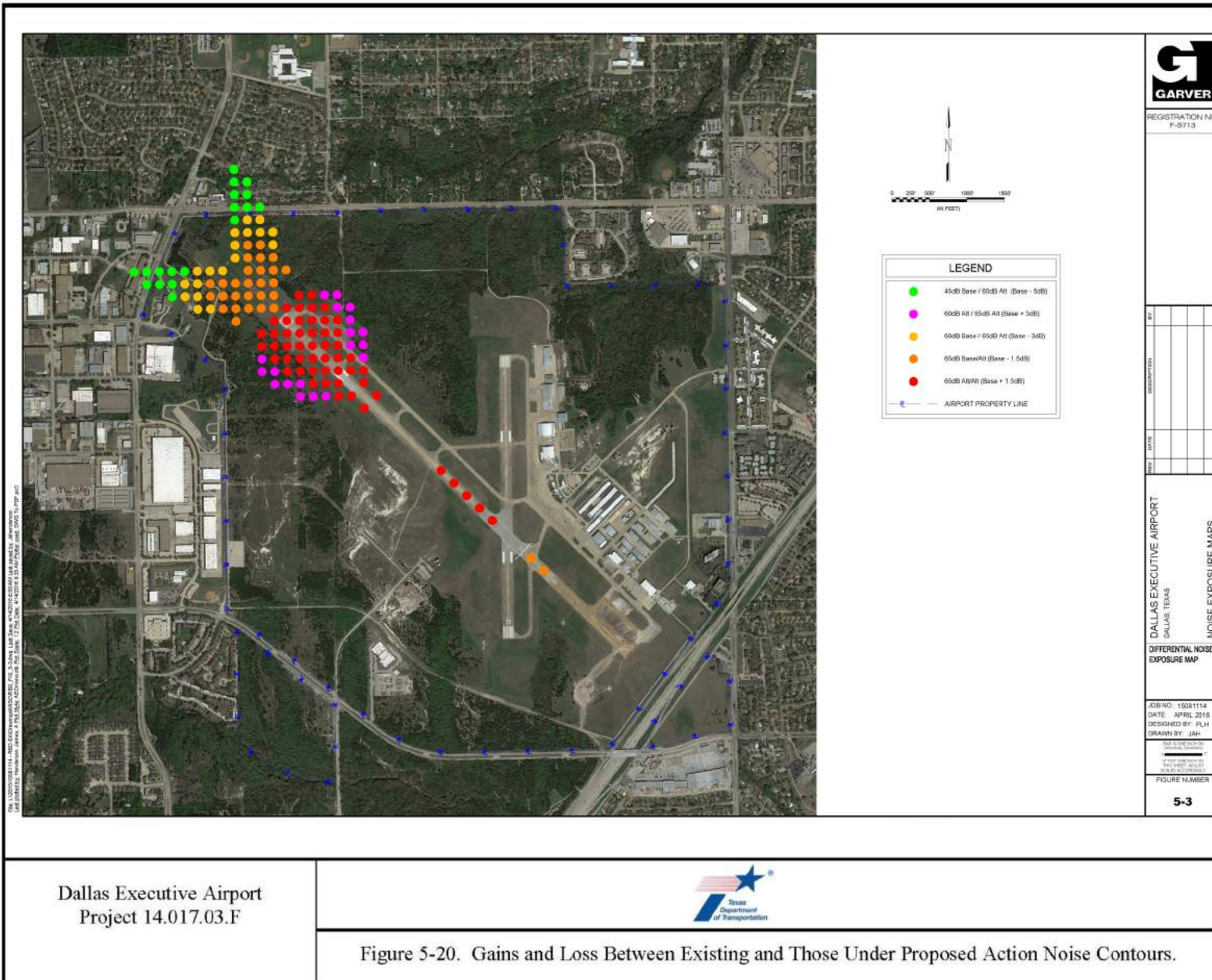


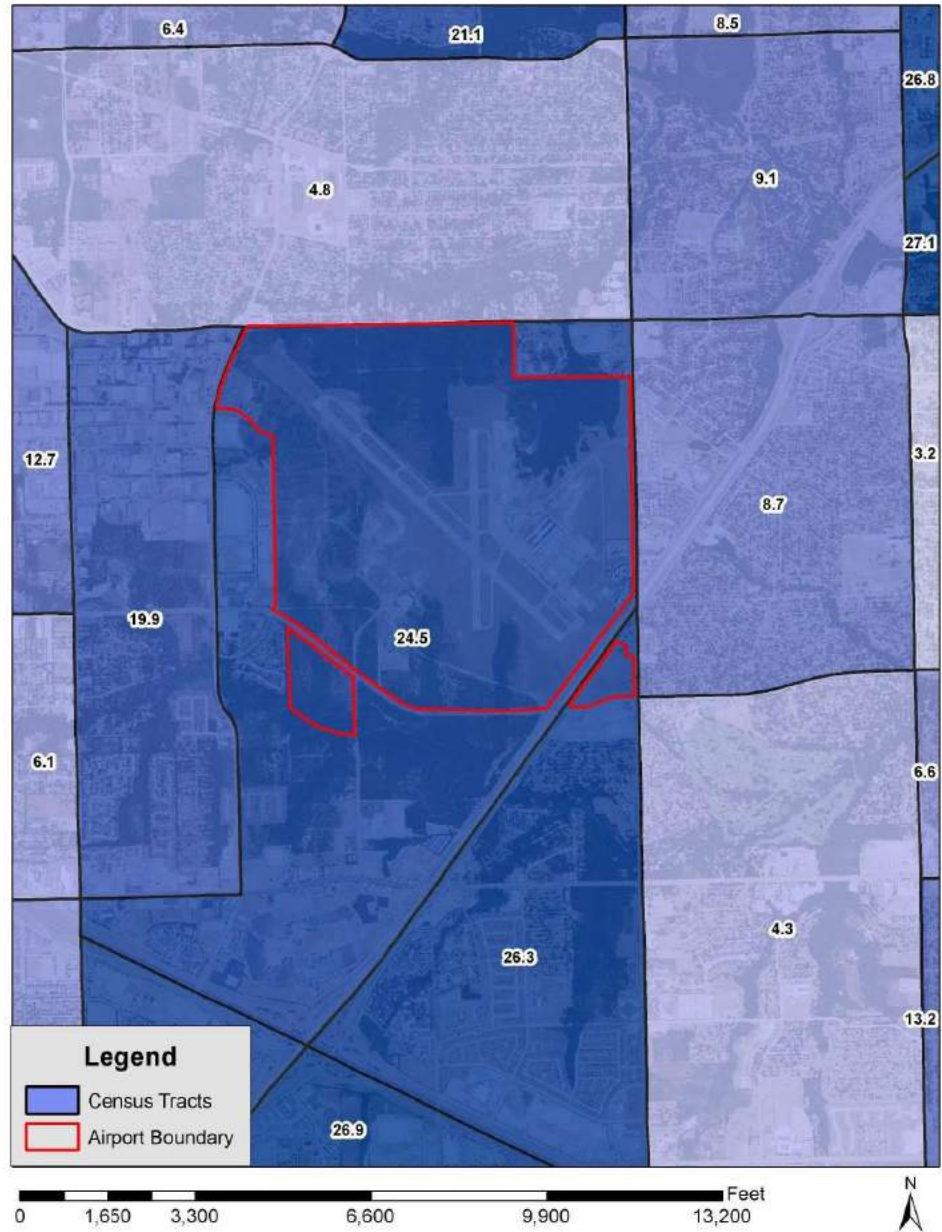
Figure 5-20 depicts the dB gain or loss between the existing noise contours and those of the preferred alternative as well as the other alternatives in Groups 3 and 4. Almost all the areas with an overall dB gain occur on airport property. Areas experiencing a dB loss occur only on airport property. The greatest gains occur over homes northwest and industrial properties west of the future Runway 13 end. The area depicted by the green indicators shows an overall increase of 5.0 dB. This is not a significant increase and continues to fall below FAA's recommended 65 DNL threshold.

5.12 Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks

Socioeconomic impacts associated with airport improvements typically involve relocation or other community disruptions, including changes to transportation patterns that could divide existing communities. Airport activities that interfere with orderly planned development, or that change levels of employment appreciably may also impact communities. Such impacts are usually evaluated based on the area or areas of impact. Per FAA Order 1050.1F, an impact is considered significant if the project negatively affects a disproportionately high number of minority or low-income populations or if children would be exposed to a disproportionate number of health and safety risks.

Executive Order 12898, *Federal Action to Address Environmental Justice in Minority Population and Low-Income Populations*, and DOT Order 5610.2, *Environmental Justice*, require FAA to provide meaningful public involvement by minority and low-income populations as well as analysis that identifies and addresses disproportionately high and adverse potential impacts on these populations. The airport conducted a public meeting on May 29, 2014, to present highlights of KRBD Master Plan and solicit public involvement.

The 2010 U.S. Census, the most current census tract based data, indicates that the percentage of persons living below the Department of Health and Human Services 2010 poverty guidelines within the census tracts that include or surround the airport ranges from approximately 4.8 to 26 percent. The 2010 U.S. Census indicates the percentage of minority populations within the census tracts including and surrounding the airport ranges from 40 to 96 percent. Figures 5-21a and 5-21b show the census tracts in the area around the airport. Figure 5-21a shows the percentage of households within each tract that are below the poverty level. Figure 5-21b shows the percent minority within each census tract surrounding the airport. There are several blocks greater than 85 percent minority. The area surrounding the airport is not substantially different than the area comprising this part of the City of Dallas; both are dominated by minorities; however, they are not dominated by low income households. A reconnaissance along the main streets surrounding the airport revealed two Spanish speaking churches and a few businesses indicating Spanish was spoken but the signage was in English. Based on the reconnaissance it appears English is the predominate language of the persons living around the airport.

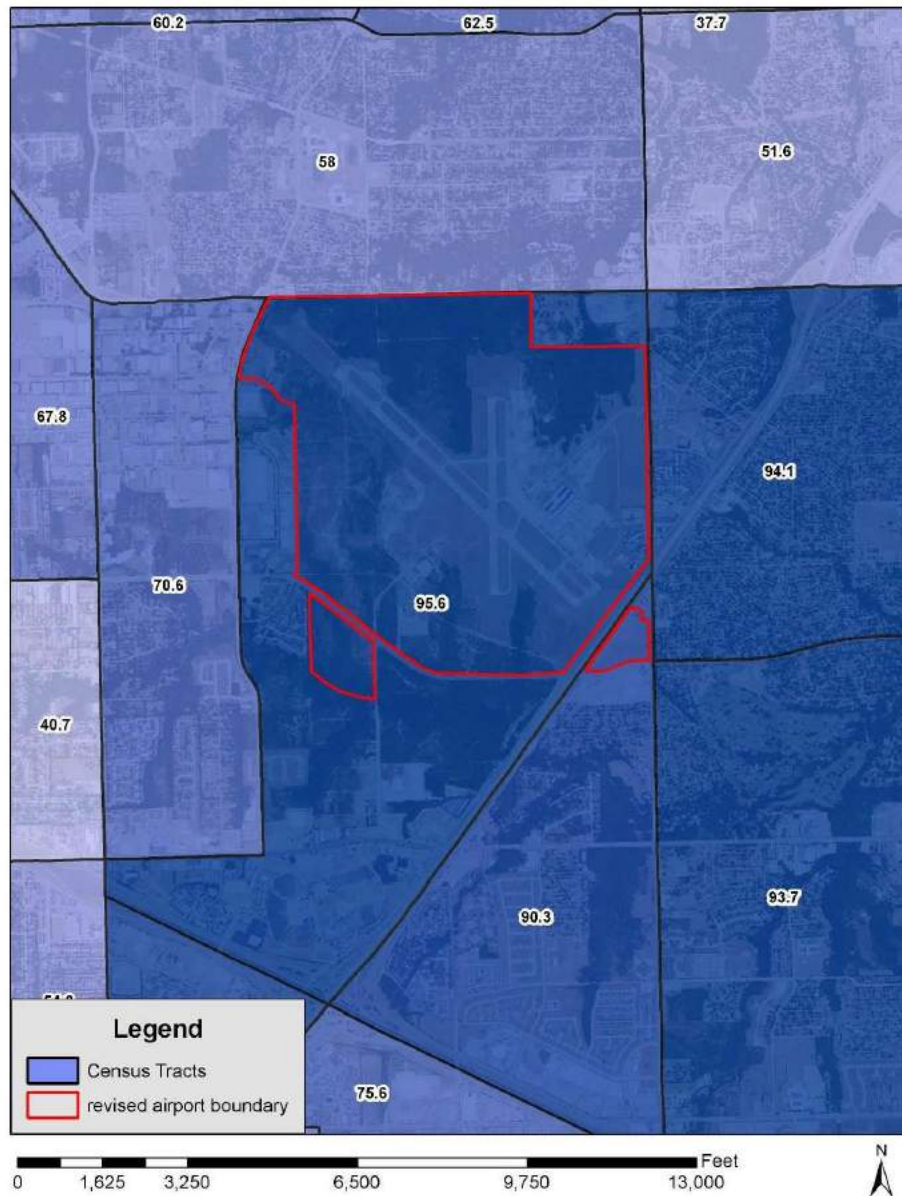


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Source: U.S Census Data.



Figure 5-21a. Census Tracts for Percent Low Income.



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Source: U.S. Census Data



Figure 5-21b. Census Tracts for Percent Minority.

The airport is an existing land use and no new property is being acquired, nor is it necessary for any houses or businesses to be relocated. The 65 dB noise contour will remain entirely on the airport grounds and any noise level increases over incompatible land uses are not significant. The No Action and other alternatives, including the proposed action, are not expected to produce significant adverse impacts to the surrounding community.

According to Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, federal agencies must identify and assess environmental health and safety risks that may disproportionately affect children. These risks include those that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products to which they may be exposed. The No Action and other alternatives, including the proposed action, are not expected to increase safety risks that may disproportionately affect children. Air quality impacts were previously discussed in Section 5.1.

5.13 Visual Effects

Visual and lighting impacts relate primarily to the presence of sensitive visual receptors in proximity to the airport. These would normally be residents or users of a designated scenic resource such as a scenic corridor. The visual sight of aircraft, aircraft contrails, or aircraft or airport lighting, especially from a distance is not normally intrusive, to be an adverse impact. The characteristics of many runway lighting systems create potential sources of annoyance to nearby residents in the airport vicinity if light is directed towards light-sensitive land uses. Impacts might occur when a high intensity strobe light, such as an runway end identifier lighting (REIL), produces a glare on any adjoining site, particularly residential uses.

There are currently several lighting features at KRBD that are associated with airside operations. They are listed below.

- A rotating beacon atop the terminal building.
- Medium intensity runway lighting (MIRL).
- Medium intensity taxiway lighting (MITL).
- A four-box visual approach slope indicator (VASI-4) on left sides of both ends of Runway 13-31.
- A four-box precision approach path indicator (PAPI-4) located on right side of Runway 17;
- A REIL system (flashing light) at each end of Runway 17-35 and on Runway 13 facing the approaching aircraft.
- A lead-in lighting (LDIN) system, located approximately 600 feet beyond the Runway 31 threshold.
- A lighted wind cone located north of the intersection of Runways 13-31 and 17-35.
- Lighted airway signs located throughout the airfield.

The MIRL, MITL, REIL, and the LDIN airfield lighting are operated through a pilot-controlled lighting system (PCL) when the air traffic control tower (ATCT) is closed which allows the pilot to turn on, or increase the intensity of, various airfield systems from the aircraft using the aircraft's radio transmitter.

Limited security and building lights are also present throughout KRBD. The airport is surrounded by a mixture of land uses as discussed in Section 5.9, including some that are considered light-sensitive (i.e. residential). However, the airport has been an existing land use since the end of World War II and much of the airport is screened from perimeter roadways and surrounding land uses by wooded areas with mature trees.

Under the proposed action, new airport lighting consisting of MIRL would be required along the 685 feet of the extension of Runway 13. An additional 1,085 feet of taxiway lighting (MITL) would also be required along the proposed adjacent taxiway extension. The installation of these additional lighting features would not be expected to create a significant impact for visual or lighting impacts since the proposed lighting is similar to the type of existing lighting and would be located in the same general area of the airport.

Visual impacts to biological resources, Section 4 (f) lands, and Section 106 properties, is also not expected to create a significant impact since visual impacts were not identified.

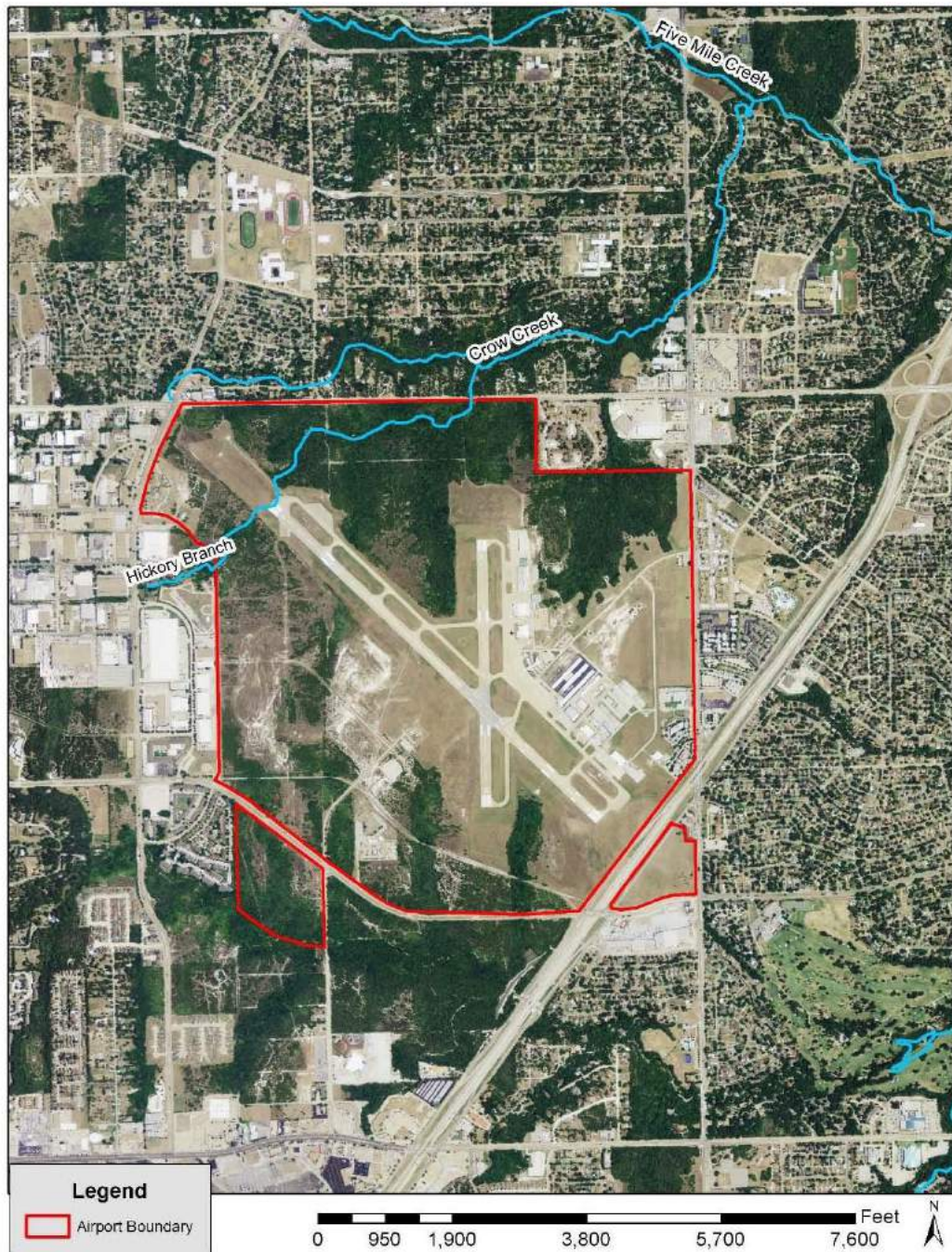
5.14 Water Resources

Water resources are surface waters and groundwater that are vital to society; they are important in providing drinking water and in supporting recreation, transportation and commerce, industry, agriculture, and aquatic ecosystems. The water resources discussed in this section include surface water, groundwater, floodplains, wetlands, and Wild and Scenic Rivers.

There are a number of headwater streams that originate within KRBD. Four tributaries on the north portion of the property flow south to north and drain to Crow Creek, a tributary to Fivemile Creek, which discharges into the Trinity River. Three tributaries in the southern portion of the property flow south under Red Bird Lane and discharge into a tributary of Woody Branch. Woody Branch flows east and discharges into Fivemile Creek. Figure 5-22 highlights the main tributaries. The airport's draft Master Drainage Study indicates that a portion of the property east of the runways drains to a ditch that extends under U.S. Highway 67 toward Woody Branch.

The nearest water body listed in the EPA's 303(d) list of impaired water bodies is the Trinity River between the confluence of Fivemile Creek downstream to the confluence of Tenmile Creek (TCEQ 2012). That reach is identified as impaired due to dioxin and PCB in sediments. The reach also has a Total Maximum Daily Load (TMDL) plan for both dioxin and PCB, which are legacy pollutants (historical contributions). KRBD is located within the watershed of the listed reach; therefore, the TCEQ regulatory division was consulted regarding the need for special conditions required by the TMDL plans (See Appendix C). The TCEQ does not consider KRBD to be a source of either dioxin or PCBs, and therefore the airport is not required to perform additional testing for these pollutants during construction or other storm water related activities.

The airport currently operates under a Texas Pollution Discharge Elimination System (TPDES) Multi-Sector General Permit TXR05000. New projects and construction must comply with that permit. Old Hickory Branch, a tributary to Crow Creek, crosses just past Runway 13. This area,



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Prepared by: J. Kemmey
09/09/14



Figure 5-22. Surface Hydrology Map.

which is part of Runway 13's RSA, has already been brought to grade, leveled, and culverted to convey the 100-year flood flow of the drainage under the RSA. Because it is within the proposed project area, mitigating measures such as Best Management Practices (BMPs) will be used to protect water quality. Work within Section 404 water falls under the jurisdiction of the US Army Corps of Engineers (USACE). A Nationwide Permit (NWP) would be required for any work within a Section 404 water, which Old Hickory Branch qualifies. The proposed action would require a NWP 14, which allows for up to 1/10 acre of impacts to streams without notifying the USACE. The proposed action would be within 1/10 acre of impacts. A letter requesting concurrence was sent to the USACE, but USACE declined to provide an opinion on the project, as is their policy for projects without permit applications or that do not require USACE action. The request and response are provided in Appendix C.

The use of BMPs during construction is a requirement of construction-related permits and is incorporated into the airport's storm water pollution prevention plan (SWPPP). FAA Advisory Circular 150/5371-10, *Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control*, requires the implementation of BMPs to control erosion and siltation. BMPs could include temporary measures such as the use of berms, fiber mats, gravels, mulches, and slope drains. Such measures are generally designed to prevent suspended solids or other construction related materials from entering the drainage and degrading water quality.

KRBD overlays the Trinity Group Aquifer. The Trinity aquifer consists of early Cretaceous age formations of the Trinity Group where they occur in a band extending through the central part of the state in all or parts of 55 counties, from the Red River in North Texas to the Hill Country of South-Central Texas. Trinity Group deposits also occur in the Panhandle and Edwards Plateau regions where they are included as part of the Edwards-Trinity (High Plains and Plateau) aquifers. The airport is not located within an aquifer recharge zone. No wells are located on the airport property and no impacts to groundwater are anticipated as a result of the proposed alternative.

Wetlands are areas that are inundated by water during part of the growing season, have hydric soils, and are dominated by water-tolerant vegetation. Wetlands are regulated by the EPA and the U.S. Army Corp of Engineers (USACE) through the *Clean Water Act* (CWA), Section 404 (33 U.S.C. 1344). The CWA also regulates "Waters of the U.S.," which may include streams, rivers, lakes, bays, tidal areas, and near-shore waters that are regulated by Section 404 of the CWA. Executive Order 11990, *Protection of Wetlands* and Department of Transportation (DOT) Order 5660.1A, *Preservation of the Nation's Wetlands*, provides guidance on how the DOT will implement EO 11990. Wetlands may be indicated on National Wetland Inventory (NWI) maps; however, a field investigation by a qualified biologist is required to determine whether wetlands are present within the project area and whether such wetlands would be under the jurisdiction of the USACE.

As indicated on Figure 5-23, the NWI map for the project area does not show any mapped wetlands. A NRCS soils map for the area (Figure 5-16) does not show any mapped hydric soils. On May, 22, 2014, a jurisdictional determination was conducted by KBA EnviroScience staff within and adjacent to the project area to determine whether wetlands or other waters of the U.S. are present. Hydrophytic (water tolerant) vegetation was not observed within or adjacent to the project area.

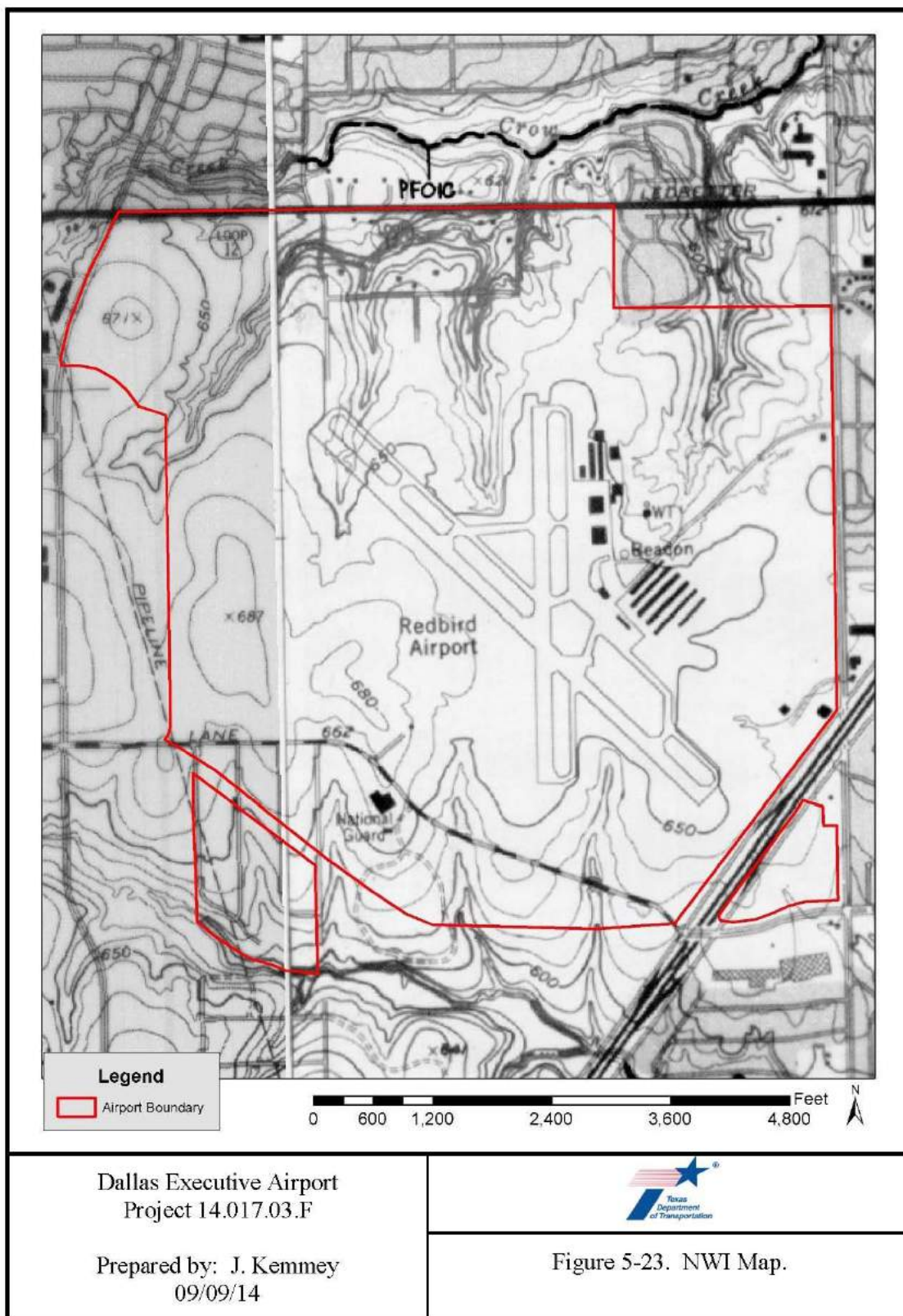
As previously discussed, an intermittent stream, Old Hickory Branch, crosses the existing northeast end of Runway 13-31 and this stream has been culverted to run under the runway and its RSA. No additional impacts outside of the existing culverted section are anticipated related to the runway or

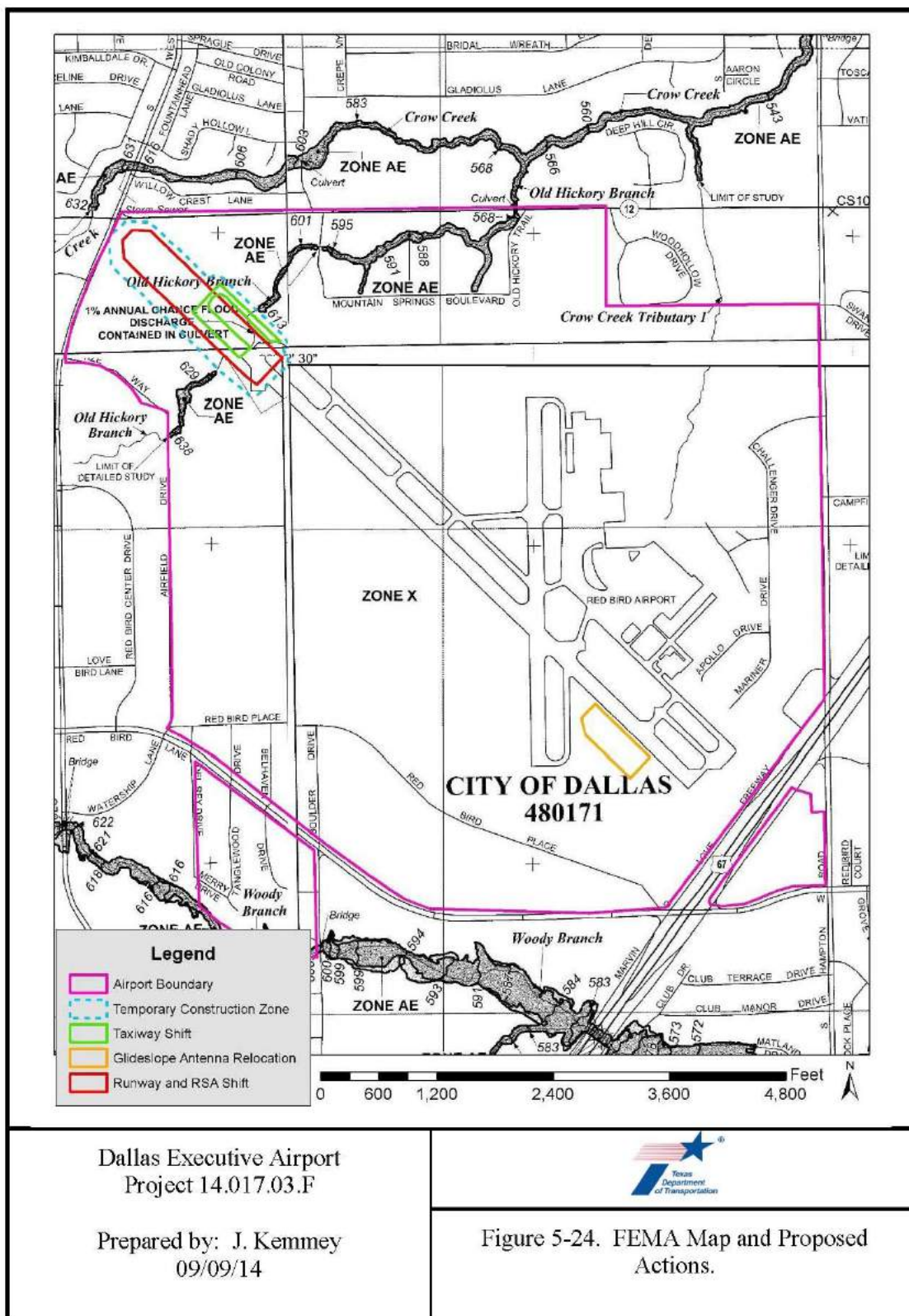
RSA; however, the extended Taxiway B will require additional length of the stream to be culverted. Impacts of placing additional length of stream in a culvert are further discussed in Section 6.2.7.3.

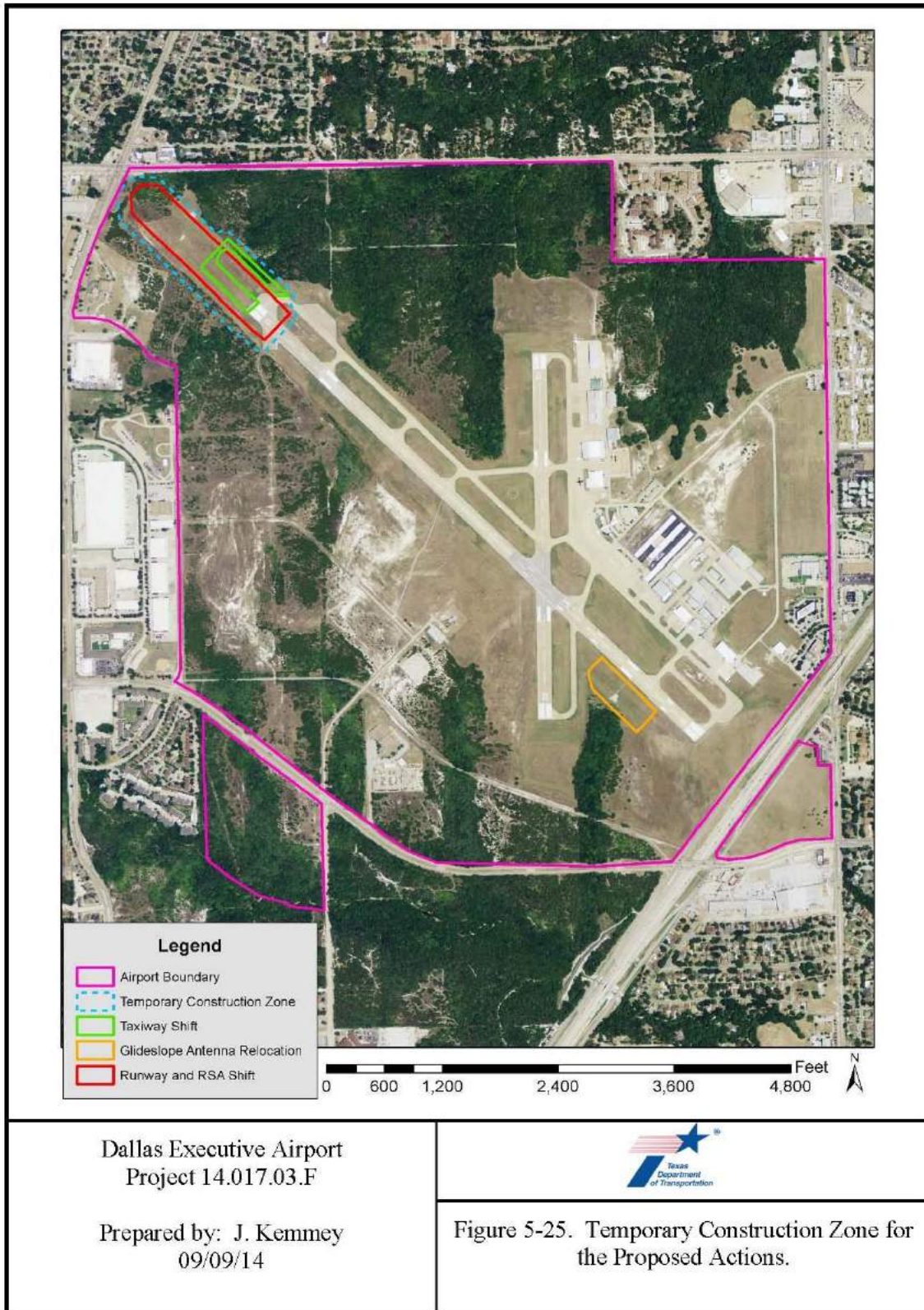
Floodplains are lowland and relatively flat areas next to bodies of water that are subject to one percent or greater chance of flooding in any given year. Executive Order 11988, *Floodplain Management*, directs federal agencies to reduce the risk of flood loss; minimize the impact of floods on human safety, health and welfare; and restore and preserve the natural and beneficial values served by the floodplains. Floodplain values include providing ground water recharge, water quality and maintenance, fish, wildlife and plants, open space, natural beauty, outdoor recreation, agriculture, and forestry. FAA Order 1050.1F states that “if the proposed action and alternative(s) are not within the limits of, or on land adjacent to, a floodplain” (100-year flood area), it may be assumed that there are no floodplain impacts. The limits of base floodplains are determined by the Federal Emergency Management Agency (FEMA) and mapped on Flood Insurance Rate Maps (FIRMs).

As shown on Figure 5-24, there is one floodplain area within the airport property mapped as Old Hickory Branch, a tributary to Fivemile Creek. The proposed 685-foot extension of Runway 13 and 1,085-foot taxiway extension crosses Old Hickory Branch; however, the entirety of 100-year flood area that runs under Runway 13-31 has been contained in a culvert. As shown in Figures 5-24 and 5-25, the proposed project and temporary construction zone are within the culverted reach of Old Hickory Branch or outside of the floodplain; therefore, a change in topography altering the floodplain is not anticipated. No impacts to floodplains would be expected as a result of any of the proposed alternatives. Based on discussions with the City of Dallas Floodplain Administrator, the proposed action does not require a Conditional Letter of Map Revision (CLOMR) since no changes to the floodplain are occurring. Once construction is complete, a Letter of Map Revision may be required to show the additional culverted reach.

The project area does not include and is not near a wild and scenic river; therefore, the No Action, proposed action, and reasonable alternatives will not affect this resource.







6. ENVIRONMENTAL CONSEQUENCES AND MITIGATION

6.1 Introduction

The FAA has identified thresholds of significance for many environmental impact categories considered in this EA. Usually, these environmental impacts can be reduced through the implementation of mitigation measures. This section discusses the potential effects the proposed actions and their alternatives may have on the existing environmental categories described in Section 5. Such effects include potential direct and indirect impacts, and cumulative impacts. Direct impacts are those that occur at the same time and place as the proposed action. Indirect impacts (also known as secondary impacts) are those that occur at a different location or time than the action that triggers it. Cumulative impacts are the collective impacts on the environment that may occur when the alternative is considered along with other past, present, and reasonably foreseeable future actions. In this analysis, the extent of the discussion on potential impacts is proportionate to the magnitude of the potential impact.

Several resource categories would not be impacted by any of the alternatives, including the No Action alternative. These resources are listed in Table 6-1 together with a brief explanation summarizing why the resource would not be impacted.

Table 6-1. Summary of Resources Not Directly or Indirectly Impacted by Any Alternative.

Resource	Reason Resource is Not Evaluated Further
Farmlands	A small area of Prime Farmland is mapped in the northwest corner of the airport property where clearing for Runway 13 and taxiway. This area was previously cleared and graded during construction of the existing airport and has been converted to urban use.
Department of Transportation Act, Section 4(f)	None of the alternatives would use Section 4 (f) lands.
Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks	Project area similar to surrounding area; no disruption to planned development, no health and safety issues for children.
Water Resources (Floodplains and Wild and Scenic Rivers)	The project area crosses a 100-year floodplain, but that portion of the floodplain was previously contained in a culvert and is no longer mapped as a floodplain by FEMA. Wild and Scenic Rivers not present. Impacts to other water resources are discussed in Section 6.2.7.
Coastal Resources	Resource not present

Resource	Reason Resource is Not Evaluated Further
Historic, Architectural, Archeological, and Cultural Resources	SHPO determined the proposed action will have “No Affect.”
Visual Effects	Much of the airport is screened from perimeter roadways and surrounding land uses by wooded areas with mature trees. The airport has been an existing land use since the end of World War II. No significant visual impact is expected.
Hazardous Materials, Solid Waste, and Pollution Prevention	The proposed action does not involve a property on or eligible for the National Priority List. Magnitude of additional solid waste is insignificant; no new solid waste services would be required.
Natural Resources and Energy Supply	Additional energy or natural resources required for all alternative are not significant.

6.2 Categories Impacted

This section is organized by resource categories that are potentially impacted as a result of the proposed project and its alternatives. Categories affected by at least one of the project alternatives were included in the categories impacted discussion.

6.2.1 Air Quality

6.2.1.1 No Action Alternative – Implementation of the No Action alternative would not prevent the continued growth of air traffic and its related atmospheric emissions. Most aircraft users would continue to use KRBD without the proposed or alternative upgrades. Any aircraft users that could not be accommodated as a result of selecting the No Action alternative would likely transfer to another airport still within the Dallas/Fort Worth metroplex where emissions would continue to be released.

6.2.1.2 Displaced Thresholds Only Alternatives – Implementation of these alternatives would reduce the amount of runway available to aircraft for takeoff from 6,451 feet to 6,081 feet; and for landing from 6,451 to 6,051. Implementation of these alternatives would primarily impact take-off calculations by pilots of business jet aircraft that generally need more runway length. Any runway length below 6,000 feet would likely impact operation so as to prohibit some operators from regularly using KRBD. Any aircraft users that could not be accommodated as a result of selecting this alternative would likely transfer to another airport where emissions would continue to be released. Therefore, overall air quality in the region would not be impacted by implementation of these alternatives.

6.2.1.3 Runway 13 Shift Alternatives (Includes Proposed Alternative) -

Implementation of these alternatives would reduce the amount of runway available to aircraft for landing (LDA) on Runway 13 to below 6,000 feet. These alternatives would have a greater likelihood of impacting the number of business jet aircraft using the airport than the Displaced Thresholds Only alternatives. These alternatives mean some aircraft will have a steeper take-off and landing. Overall air quality in the region would not be impacted by implementation of these alternatives. A construction emission inventory was completed for the proposed alternative (Table 5-3). Construction emissions are not anticipated to exceed air emission thresholds of 100 tons per year (tpy) for VOCs and 100 tpy for NOx according to CAA General Conformity Rule from the USEPA. Due to the fact this project will be completed in phases over 3 years, we do not expect to exceed air emission thresholds.

6.2.1.4 Runway 13 Shift and EMAS Alternatives - Implementation of these alternatives also reduce the amount of runway available to aircraft for landing (LDA) on Runway 13 to 6,051 feet. This alternative would potentially impact the number of business jet aircraft using the airport because they may prefer more runway length. Any aircraft users that could not be accommodated as a result of selecting this alternative would likely transfer to another airport where emissions would continue to be released. Therefore, overall air quality in the region would not be impacted by implementation of these alternatives.

6.2.2 Fish, Wildlife, and Plants (Biological Resources)

6.2.2.1 No Action Alternative - Implementation of this alternative would create no impacts on fish, wildlife or plants because no construction would take place.

6.2.2.2 Displaced Thresholds Only Alternatives - Implementation of these alternatives would create no impacts on fish, wildlife or plants because no construction would take place.

6.2.2.3 Runway 13 Shift Alternative (Includes Proposed Alternative) -

Implementation of these alternatives would result in the disturbance of a grassy area that is presently mowed and maintained. A 3.6-acre area of grass at the end of Runway 13 would be converted to pavement to accommodate the proposed runway and taxiway extension. Additionally, 16.5 acres of trees would need to be removed to meet FAA requirements regarding the ROFA. The removal of any trees listed on the City of Dallas protected tree list would be mitigated for in accordance with a City of Dallas approved mitigation plan. Implementation of these alternatives could minimally impact small wildlife such as moles, shrews, rabbits, and birds that may presently use the mowed and treed area.

Implementation of these alternatives would not be expected to impact fish. If clearing of the treed area will occur during the migratory bird nesting period, a certified biologist will conduct surveys prior to clearing to ensure birds and nests

are not disturbed. No threatened, endangered, or candidate species are believed to utilize the project area, although potential habitat for the American Peregrine Falcon and the timber/canebrake rattlesnake is located within the project area. The American Peregrine Falcon is a potential migrant through the area, but does not breed or winter in the area so if the species did utilize the project area, impacts to this species are not expected. The timber/canebrake rattlesnake is a habitat generalist but prefers wooded areas and habitats with dense groundcover. While there is wooded habitat within the proposed project area, dense groundcover is a narrow strip found along the transitional area between the maintained grass and wooded areas and wouldn't be sufficient to support the species. Based on the absence of preferred habitat, the species is not expected to utilize the proposed project area and therefore no impacts are expected.

6.2.2.4 Runway 13 Shift and EMAS Alternatives - Implementation of these alternatives would have the same impacts as those discussed in Section 6.2.2.3 above.

6.2.3 Climate

6.2.3.1 No Action Alternative - Implementation of the No Action alternative would not prevent the continued growth of air traffic and its related atmospheric emissions. Most aircraft users would continue to use KRBD without the proposed or alternative upgrades. Any aircraft users that could not be accommodated as a result of selecting the No Action alternative would likely transfer to another airport still within the Dallas/Fort Worth metroplex where emissions would continue to be released.

6.2.3.2 Displaced Thresholds Only Alternatives - Implementation of these alternatives would reduce the amount of runway available to aircraft for takeoff from 6,451 feet to 6,081 feet; and for landing from 6,451 to 6,051. Implementation of these alternatives would primarily impact take-off calculations by pilots of business jet aircraft that generally need more runway length. Any runway length below 6,000 feet would likely impact operation so as to prohibit some operators from regularly using KRBD. Any aircraft users that could not be accommodated as a result of selecting this alternative would likely transfer to another airport where emissions would continue to be released. Therefore, overall air quality in the region would not be impacted by implementation of these alternatives.

6.2.3.3 Runway 13 Shift Alternatives (Includes Proposed Alternative) - Implementation of these alternatives would reduce the amount of runway available to aircraft for landing (LDA) on Runway 13 to below 6,000 feet. These alternatives would have a greater likelihood of impacting the number of business jet aircraft using the airport than the Displaced Thresholds Only alternatives. These alternatives mean some aircraft will have a steeper take-off and landing. Overall air quality, including GHGs, in the region would not be impacted by implementation of these alternatives. A construction emission inventory was completed and construction emissions are not anticipated to exceed air emission

thresholds of 100 tons per year (tpy) for VOCs and 100 tpy for NO_x set forth in the CAA General Conformity Rule established by the USEPA.

Based on FAA data, operations activity at KRBD, relative to aviation throughout the United States, represents less than 1% of U.S. aviation activity. Therefore, assuming that greenhouse gases occur in proportion to the level of activity, greenhouse gas emissions associated with existing and future aviation activity at KRBD would be expected to represent less than 0.03% of U.S.-based greenhouse gases. Therefore, we would not expect the emissions of greenhouse gases from this project to be significant.

6.2.3.4 Runway 13 Shift and EMAS Alternatives - Implementation of these alternatives also reduce the amount of runway available to aircraft for landing (LDA) on Runway 13 to 6,051 feet. This alternative would potentially impact the number of business jet aircraft using the airport because they may prefer more runway length. Any aircraft users that could not be accommodated as a result of selecting this alternative would likely transfer to another airport where emissions would continue to be released. Therefore, overall air quality in the region would not be impacted by implementation of these alternatives.

6.2.4 Land Use

6.2.4.1 No Action Alternative - Implementation of the No Action alternative would do nothing to address the runway deficiencies that currently exist on Runway 13-31. These deficiencies consist of RPZs and RSAs that extend over areas considered incompatible with aircraft takeoffs and landings. Implementation of this alternative would result in the continued existence of incompatible land uses under the RPZ and RSA of Runway 13-31.

6.2.4.2 Displaced Thresholds Only Alternatives - Implementation of these alternatives would reduce the extent of incompatible land uses under the RPZ and RSA of Runway 13-31. They would still not provide for the full RSA for Runway 13, as the recommended RSA length is 1,000 feet beyond the Runway 13 end and the airport's perimeter fence is located 507 feet beyond the runway end. However, they would reduce the Runway 31 RPZ so that it no longer overlaps residences.

6.2.4.3 Runway 13 Shift Alternatives (Includes Proposed Alternative) - Implementation of these alternatives would reduce the extent of incompatible land uses under the RPZ and RSA of Runway 13-31. A fully compliant RSA and ROFA can be met through the shifting of Runway 13 end 685 feet north, displacing the Runway 13 threshold 1,085 feet, displacing the Runway 31 threshold 514 feet, and implementing declared distances. The declared distances allow the RPZ on both runway ends to "move in" toward airport property reducing non compatible land use. The airport's airfield service road penetrates the RSA/ROFA, bringing the RSA to 486 feet beyond the Runway 13 departure end. However, they would reduce the Runway 31 RPZ so that it no longer overlaps

residences. These alternatives have the same impact on land use as the Displaced Thresholds Only alternatives.

6.2.4.4 Runway 13 Shift and EMAS Alternatives - Implementation of these alternatives include a displaced threshold on Runway 13, which would reduce the incompatible land uses under RPZ and RSA of that runway. Construction of an EMAS on Runway 31 would not affect its RPZ, but it would resolve the RSA deficiency because the FAA considers the installation of EMAS as an acceptable substitute to providing the full RSA beyond the Runway 13 end. The displaced thresholds included in these alternatives would reduce the Runway 31 RPZ so that it no longer overlaps residences.

6.2.5 Noise and Noise Compatible Land Use

6.2.5.1 No action Alternative - Implementation of this alternative would create no impacts on noise contours because no changes to the existing runways would occur.

6.2.5.2 Displaced Thresholds Only Alternatives - Implementation of these alternatives would decrease the area of the existing noise contours since the TORA and LDA would be reduced from existing conditions.

6.2.5.3 Runway 13 Shift Alternative (Includes Proposed Alternative) - Implementation of these alternatives would lengthen the 65 DNL contours by the amount of the runway extension (i.e. 535 or 685 feet). The Proposed Alternative would increase the length of the 65 DNL contour by approximately 685 feet, as depicted in Figure 5-19; however, the 65 DNL contour remains entirely within airport property. Therefore, there are no significant noise impacts expected to result from the preferred alternative.

6.2.5.4 Runway 13 Shift and EMAS Alternatives - Implementation of these alternatives would have the same impacts as those discussed in Section 6.2.5.3 above.

6.2.6 Light Emissions (Visual Effects)

6.2.6.1 No Action Alternative - Implementation of this alternative would create no impacts on light emissions because no changes to the existing lighting would occur.

6.2.6.2 Displaced Thresholds Only Alternatives - Implementation of these alternatives would create no light emissions impacts because no changes to the existing lighting would occur.

6.2.6.3 Runway 13 Shift Alternative (Includes Proposed Alternative) - Implementation of these alternatives would increase the number of runway and taxiway lights along the additional 685 feet of runway and 1,085 feet of taxiway. This increase in lighting would not in itself cause interference with normal

activities, because most of the airport is presently surrounded by trees that mitigate light impacts to the surrounding neighborhoods.

6.2.6.4 Runway 13 Shift and EMAS Alternatives - Implementation of these alternatives would have the same impacts as those discussed in Section 6.2.5.3 above.

6.2.7 Surface Waters (Water Resources)

6.2.7.1 No Action Alternative - Implementation of the No Action alternative would have no impact on water quality because no runway construction would take place that involves disturbing or moving earth, or removing vegetation. Other sources of water pollution would not be expected to increase or decrease if this alternative was implemented.

6.2.7.2 Displaced Thresholds Only Alternatives - Implementation of these alternatives would have no impact on water quality because no runway construction would take place that involves disturbing or moving earth, or removing vegetation. Other sources of water pollution would not be expected to increase or decrease if this alternative was implemented.

6.2.7.3 Runway 13 Shift Alternatives (Includes Proposed Alternative) -

Implementation of these alternatives could result in short-term water quality degradation due to devegetation and earthwork associated with shifting the Runway 13 end and extending the parallel taxiway. Impacts would typically be associated with suspended solids inadvertently entering streams during runoff events. To minimize and mitigate possible impacts to water quality, stormwater BMPs would be implemented, as required in a construction Storm Water Pollution Prevention Plan (SWPPP). The specific BMPs are designed to prevent waterborne solids from entering the stream; and work would not begin on the project until the SWPPP is prepared. Some long-term impacts to water quality could also occur due to the conversion of approximately 3.6 acres of mowed and maintain grass to impervious surface, which could increase runoff intensity and the risk of erosion and pollutant transport.

Implementation of these alternatives would not require that any natural stream channels be rerouted. However, there is a culverted stream that runs under the end of Runway 13. The culverted portion of stream that extends under the end of Runway 13 will be extended with the proposed construction width of Taxiway B. Nationwide Permit 14 allows for impacts to streams without submittal of a Preconstruction Notification (PCN) if the impacts do not exceed 1/10 of an acre of stream impacts. Impacts of less than 1/10 acre are considered to be minimal and therefore do not require coordination with the USACE; however, a letter has been submitted to the USACE requesting confirmation. As shown in Table 6-2, the proposed impacts will be no more than 0.03 acres, less than the 1/10 of an acre trigger for a PCN to the USACE. Although a PCN is not required, the project will still be required to abide by the requirements of NWP 14.

Table 6-2. Proposed Stream Impacts.

Stream Name	Stream Class	OHWB (ft.)	Length of Proposed Impact (ft.)	Total Acres of Impact
Old Hickory Branch	Intermittent	10	100	0.022

6.2.7.4 Runway 13 Shift and EMAS Alternatives - Implementation of these alternatives would potentially also create short-term water quality pollution due to revegetation and earthwork associated with shifting the Runway 13 end and extending the parallel taxiway. Implementation of these alternatives would have the same impacts as the Runway 13 Extension Alternatives described in 6.2.3.

6.3 Secondary (Induced) Impacts

FAA Order 1050.1F states that secondary (indirect) impacts should be addressed when the proposed project is a major development proposal that could involve shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity due to airport developments. The proposed and other alternatives are not major developments and they would not cause population movement, public service demands, or other changes in economic activity. For this reason, secondary impacts are not further addressed in this EA.

6.4 Cumulative Impacts

Cumulative impacts may result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508.7). The cumulative impacts take into account the impacts of the proposed action combined with impacts of other past, present, and reasonably foreseeable future actions, regardless of the actions' originator. A cumulative impact analysis considers connected actions, projects related and dependent upon the completion of the proposed airport project, and similar actions or projects having a common geography or timing that provide a basis for considering their impact together with impacts related to the proposed airport project. Cumulative impacts are evaluated on three time horizons: past actions, present action, and reasonably foreseeable actions. In determining cumulative impacts, the impact of the proposed action should be added to the impacts of other projects to determine if the significant impact threshold will be exceeded.

6.4.1 Past Actions - In the past decade, several improvements have been made to KRBD airport. These improvements include a new aviation terminal building, a new airport traffic control tower, the extension of Taxiway R, and new airport maintenance and operations facilities. An analysis of aerial imagery revealed that the airport is located in a mixed use residential, commercial, and light industrial area of Dallas County that has few undeveloped parcels. A minor amount of infilling of these parcels has occurred in the past decade, but no major new roads or developments have been constructed.

6.4.2 Present or On-going Actions - The Airport is currently upgrading the existing runway concrete grade over a three-year period to better support and service long-range corporate jets currently using the airport. This upgrading will be conducted in several phases over several years so as not to close the airport at any time. Additional runway length is not being added; the runway improvement addresses an existing need to reinforce runway strength to support current aircraft and tenants. The runway improvements are addressed in a Categorical Exclusion document prepared by TxDOT, dated April 15, 2014.

6.4.3 Future or Reasonably Foreseeable Future Actions - As stated in the 2012 Master Plan Update, KRBD is expected to have an average growth in annual operations of approximately 4% through the year 2031 based on the FAA Aerospace Forecast Fiscal Years 2011-2031 dated March, 2011. The number of aircraft based at the airport is also expected to grow at approximately 3% to 4% per year. The FAA TAF Report (FAA 2015) forecasts an average annual growth in annual operations of 0.1% specifically for KRBD through year 2040. The TAF is the official FAA forecast of aviation activity for U.S. airports. The airport's 2012 Master Plan presents several recommended improvements for KRBD in the next 1-10 years and beyond that would help accommodate that growth. Future contemplated airport improvement actions and surrounding roadway actions include:

Next 1-10 years

- Remove, reconfigure, and expand the airport taxiway system.
- Restriping of Runway 13-31 at 100 feet wide with 25-foot-wide paved shoulders.
- Construct a consolidated fuel farm.
- LED lighting upgrades for runways and taxiways.
- Infill of apron areas on north side of airport.
- Expand parking apron space.
- Construct new vehicle entrance/exit road extending to U.S. Highway 67 outer service road.
- Extend Runway 17-35 and associated parallel taxiways.
- Improve drainage on the east side of the airport.

6.4.4 Resources Not Impacted - Several resource categories would not be subject to cumulative impacts if any of the alternatives were implemented, including the No Action alternative. These resources and the reason no impacts are anticipated are summarized in Table 6-3.

Table 6-3. Resources with No Expected Cumulative Impacts.

Resource	Reason Cumulative Impacts Not Expected
Farmlands	A small area of Prime Farmland is mapped in the northwest corner of the airport property where clearing for Runway 13 and taxiway. This area was previously cleared and graded during construction of the existing airport and has been converted to urban use.
Department of Transportation Act, Section 4 (f) Lands	Past, present, and future actions would not be expected to impair the recreational use of nearby public lands.
Socioeconomic, Environmental Justice and Children's Environmental Health and Safety Risks	Past, present, and future actions would not be expected to disrupt planned development, no health and safety issues for children.
Water Resources (Wild and Scenic Rivers)	Wild and Scenic Rivers are not present.
Coastal Resources	Resource not present.
Historical, Architectural, Archeological and Cultural Resources	SHPO determined the proposed action will have "No Affect".
Hazardous Materials, Solid Waste, and Pollution Prevention	The proposed action does not involve a property on or eligible for the National Priority List. Magnitude of additional solid waste is insignificant; no new solid waste services would be required.
Natural Resources and Energy Supply	Additional energy or natural resources required for all alternatives is not significant.

6.4.5 Resources Potentially Impacted - Several resource categories would potentially be impacted by the cumulative effects of past, present, and future actions. These are considered below.

Land Use - Implementation of the proposed alternative, together with other past, present, or future actions, would have a cumulative impact on land use within the airport. A substantial portion of the airport property would be converted from open space and natural areas to developed parcels that would consist of roads, infrastructure, buildings, and maintained landscaping. No new land acquisition is anticipated;

therefore, land use adjacent to the airport would not be impacted. No cumulative impacts associated with noise and incompatible land uses are anticipated.

Air Quality - Implementation of the proposed alternative, when considered together with other past, present, or future actions, would contribute to air emissions in the Dallas - Fort Worth metroplex. The airport is located within a county that is classified as a nonattainment area for the EPA 8-hour ozone standard. As previously discussed, the Clean Air Act (CAA) establishes a General Conformity Rule for all general federal actions, including airport improvements within nonattainment areas to ensure that the action complies with NAAQS. Although future airport projects will require a General Conformity analysis to determine if total net emissions related to a proposed project are above minimum thresholds, no FAA-required air quality emission inventory would be required because aviation operations are not forecast to exceed 180,000 during the 20-year planning period in the AMP update. The implementation of the proposed project, when considered with past, present, and future actions, would increase air pollution, but not to a degree that would alter present compliance with NAAQS.

Climate - Past, present and future anticipated airport improvements will continue to involve fuel combustion and the emission of pollutants such as GHGs. There is, therefore, a cumulative impact to air quality due to emission of pollutants, and particularly, from the release of GHGs. Aviation has been calculated to contribute approximately 4.1 percent of global CO₂ emissions and this contribution may increase to 5 percent by 2050. Mitigating actions are underway in the U.S. and other nations to reduce aviation's contribution through new aircraft technologies that would reduce emissions and improve fuel efficiency, develop renewable alternative fuels, and employ more efficient air traffic management.

Because aviation activity at KRBD represents such a small amount of U.S. and global emissions, and the related uncertainties involving the assessment of such emissions regionally and globally, the incremental contribution of this proposed action cannot be adequately assessed given the current state of the science and assessment methodology.

Surface Water Quality (Water Resources) - There could be cumulative impacts to water quality from the proposed action, when considered together with past and future actions at the airport. As natural areas and their drainage ways are converted to developed areas, water quality may be impacted because, typically, runoff from impervious surfaces is more intense and carries more pollutants than runoff from natural lands. Accelerated runoff may lead to soil erosion and increased loads of suspended sediments that enter water bodies. Natural streams and swales may also be channelized, widened, or culverted to convey water more efficiently, resulting in the loss of natural stream functions; however, these actions would require a permit from the USACE, which would help ensure reduced water quality impacts.

Cumulative water quality impacts can be minimized by avoiding impacts to natural streams and using BMPs such as vegetated filter strips, storm water detention basins, treatment wetlands, and other permanent practices that retain water on the site. It is

unlikely that the proposed airport development, together with past and future actions, would cause the receiving streams to exceed water quality criteria and/or standards. Cumulative impacts would be minimized by implementing mitigation measures such as BMPs detailed in each action's construction SWPPP.

Floodplains (Water Resources) - Floodplain impacts could occur as a result of implementation of the proposed action, considered together with the past and future actions. As shown on Figure 5-24, there is one floodplain area within the proposed project area of Runway 13-31. The area is mapped as Old Hickory Branch, a tributary to Fivemile Creek. The proposed 685-foot shift of Runway 13 crosses the culverted portion of Old Hickory Branch and the extension of Taxiway B will require additional culverting of Old Hickory Branch, though this area is not located within the floodplain. However, the proposed 1,085-foot taxiway extension and future development of the west side of the airport includes a perimeter road and taxiway that would cross an unculverted reach of Old Hickory Branch 100-year floodplain near the northwest corner of the property.

The City of Dallas floodplain regulations (Section 51A-5.100 of Part II of the *Dallas Development Code*) requires that a permit be obtained for construction in floodplains. That permit would regulate construction of retaining walls, pools, fences, and landscaping that change the topography within the floodplain. A floodplain fill permit would be required for the reclamation of floodplain for development. Article V, *Floodplain Regulations*, outlines the permit process and ensures that projects are completed with minimal adverse impact on the environment.

Fish, Wildlife, and Plants (Biological Resources) -There could be cumulative impacts on wildlife and plants from the proposed action, when considered together with past and future actions at the airport. In addition to the 3.6-acre area of maintained grass at the end of Runway 13, several additional parcels would be converted from natural condition to pavement, buildings, and mowed and maintained grassy areas. Additionally, 16.5 acres of trees would need to be removed to meet FAA requirements regarding the ROFA for the proposed action.

Implementation of these proposed or future actions could minimally impact small wildlife such as moles, shrews, rabbits, and birds that may presently use the mowed and treed area. If clearing of the treed areas will occur during the migratory bird nesting period, a certified biologist will conduct surveys prior to clearing to ensure birds and nests are not disturbed.

No threatened, endangered, or candidate species are believed to utilize the project area although, potential habitat for the American Peregrine Falcon and the timber/canebrake rattlesnake is located within the project area. The American Peregrine Falcon is a potential migrant through the area, but does not breed or winter in the area so if the species did utilize the project area, impacts to this species are not expected. The timber/canebrake rattlesnake is a habitat generalist but prefers wooded areas and habitats with dense groundcover. While there is wooded habitat within the proposed

project area, dense groundcover is only a narrow strip found along the transitional area between the maintained grass and wooded areas and wouldn't be sufficient to support the species. Based on the absence of preferred habitat, the species is not expected to utilize the proposed project area and therefore no impacts are expected.

If all future actions occur, some of the airport's natural wooded areas would be cleared and converted to mowed and maintained grass or fully developed. In addition, some existing mowed and maintained grassy areas would be converted to pavement. Implementation of these alternatives would not be expected to impact fish. There would be no cumulative impacts to threatened, endangered, or candidate species because they are not believed to utilize the project area. The airport is currently conducting a wildlife hazard assessment. Any hazards from wildlife to safety of aircraft operations at the airport will be reported as part of that assessment.

Noise and Noise Compatible Land Use - There could be a cumulative increase of noise emissions from the proposed action, when considered together with past and future actions at the airport. The proposed action would lengthen the existing noise contours at the airport due to shifting of the TODA and LDA and future planned development would add more activity on the airport grounds. However, any proposed activity at the airport that could potentially cause noise contours exceeding 65db to expand over non-compatible land uses would be subject to mitigation considerations in accordance with FAA Order 1050.1F.

Visual Effects (Light Emissions) - There would be a cumulative increase of light emissions from the proposed action, when considered together with past and future actions at the airport. The proposed action would increase the number of runway and taxiway lights and future planned development would add more lighting for buildings, taxiways, and new vehicular roads. These impacts would be mitigated if at least some of the existing trees that presently form a buffer between airport lighting and neighborhoods were allowed to remain. This increase in lighting would not, in itself, cause interference with normal activities, so it does not meet the impact threshold established by FAA.

7. SUMMARY

Table 7-1 summarizes the environmental consequences of the alternatives that have been evaluated in this EA. The table is organized by resource impacted and compares the proposed action, alternatives, and the No Action alternatives.

Table 7-1. Summary of Environmental Resources Evaluated for KRBD Alternatives.

Resource	Alternative 1 No Action	Alternatives 4, 5a, 5b Displaced Thresholds Only	Alternatives 6a, 6b, 7, 9 Displaced Thresholds and Runway 13 Shift	Alternatives 8, 10 Displaced Thresholds, Runway 13 Shift, and EMAS
Noise and Noise Compatible Land Use	No Impacts-existing 65 dBA contours are within the airport's boundaries.	No Significant Impact- the resulting 65 dBA contours would remain within the airport's boundaries		
Land Use	Land uses incompatible with the RPZ and RSA would remain.	Land uses incompatible with the RPZ and RSA would be greatly reduced. No occupied structures would remain within the RPZ or RSA of Runway 13-31. The airport fence and a US Highway would remain within the RPZ and RSA of Runway 31.		
Socioeconomic, Environmental Justice, and Children's Health and Safety Risks	No impacts.			
Air Quality	No significant impacts to air quality during construction or as a result of implementation (operation) of these alternatives. A construction emissions inventory resulted in no anticipated exceedances of air quality thresholds.			
Climate	Overall air quality, including GHGs, in the region would not be impacted. A construction emissions inventory resulted in no anticipated exceedances of air quality thresholds.			
Water Resources	No impacts to water resources		Temporary impacts to water quality associated with construction as mitigated by BMPs. Impacts to water quality associated with conversion of natural cover to impervious cover. No wetlands are present within the project area. Stream impacts to Hickory Branch due to culverting for the extension of Taxiway B and construction below the OHWM will abide by the requirement of NWP 14. The portion of the 100-year flood plain that is located within the project area has already been culverted and is no longer mapped as a floodplain by FEMA. The additional section to be culverted is mapped as Zone X on the FEMA floodplain map. No Wild	

Resource	Alternative 1 No Action	Alternatives 4, 5a, 5b Displaced Thresholds Only	Alternatives 6a, 6b, 7, 9 Displaced Thresholds and Runway 13 Shift	Alternatives 8, 10 Displaced Thresholds, Runway 13 Shift, and EMAS
			and Scenic Rivers located within project area.	
Department of Transportation Act Section 4(f) Public Lands	No impacts to 4 (f) property.			
Biological Resources	No impacts to biota. No impact to endangered or threatened or candidate species is expected within the project site.		Temporary disturbance to biota during construction and cumulative impacts due to conversion of natural cover to impervious surfaces and mowed and maintained landscaping instead of tree cover. No impact to endangered or threatened or candidate species is expected within the project site.	
Coastal Resources	Resource Not Present.			
Farmlands	No Impacts	A small area of Prime Farmland is mapped in the northwest corner of the airport property where clearing for Runway 13 and taxiway. This area was previously cleared and graded during construction of the existing airport and has been converted to urban use.		
Historical, Architectural, Archeological, and Cultural Resources	No Affect.			
Hazardous Materials, Solid Waste, and Pollution Prevention	Future airport operations could involve the use of additional hazardous materials. Airport facilities and businesses will be required to comply with all applicable laws and permitting requirements. No impacts, additional solid waste would be generated.		The proposed action will not generate, disturb, transport, treat, store or dispose of hazardous wastes as defined in 40 CFR part 261 of RCRA. The proposed action would not affect any properties listed on the National Priorities List (NPL). Future airport operations could involve the use of additional hazardous materials. Airport facilities and businesses will be required to comply with all applicable laws and permitting requirements. Construction solid waste would not be excessive or create a significant solid waste impact. No impacts to the capacities and operations of current solid waste stations would occur.	
Natural Resources and Energy Supply	No impacts. Energy and natural resource demands would not exceed available or future natural resource or energy supplies. None of the proposed actions necessitate the expansion of utilities, power companies or other supplies. Proposed project demands can be met by existing or planned facilities.			

Resource	Alternative 1 No Action	Alternatives 4, 5a, 5b Displaced Thresholds Only	Alternatives 6a, 6b, 7, 9 Displaced Thresholds and Runway 13 Shift	Alternatives 8, 10 Displaced Thresholds, Runway 13 Shift, and EMAS
Visual Effects	No impacts, no additional lighting would be required.		Additional runway and taxiway light emissions would not create an annoyance that would interfere with normal activities.	

8. REFERENCES

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Preparers and Qualifications

As required by FAA Order 5050.4B the names and qualifications of the principal persons contributing information to this EA are identified. It should be noted, in accordance with Section 1502.6 of the Council on Environmental Quality regulations, the efforts of an interdisciplinary team, consisting of technicians and experts in various fields were required to accomplish this study. Specialists involved in the EA included those in such fields as airport planning; biology; historic/archaeological; water resources; and other disciplines.

Texas Department of Transportation

Robert W. Jackson, PhD, AICP, C.M., Environmental Specialist

Dr. Jackson is an environmental specialist and airport planner with 36 years' experience in management and planning for transportation-related projects. Prior to his employment with the Texas Department of Transportation (TxDOT) Aviation Division, he was TxDOT pre-certified in the following categories: Land planning/Engineering; Wetland Delineation; Nationwide Permit; Surveys, Research and Documentation of Historic Buildings, Structures, and Objects; Historical and Archival Research; Socio-Economic and Environmental Justice Analyses; Hazardous Materials Initial Site Assessment; and Environmental Document Preparation. He also meets the Secretary of the Interior's Qualification Standards for historian and architectural historian. Dr. Jackson has a B.A. in American Studies; an MSCRP in Community and Regional Planning, with an emphasis on land use and transportation planning; and a PhD in American Civilization, with an emphasis on architecture, land use, and urban planning.

Bill Macke, Airport Planner

Graduated in 1987 with Bachelor of Science in Physical & Applied Geography from Southwest Texas State University. Mr. Macke has spent thirteen years as Airport Planner for TxDOT Aviation Division directing, managing, reviewing, and approving various planning projects include feasibility studies, site selections, master plans, environmental assessments, airport development plans, and airport layout plans.

KBA EnviroScience, LTD.

Kirsten Ward, Project Manager

Ms. Ward is a Project Manager with 10 years of experience managing and performing environmental projects. She has developed Categorical Exclusions (CEs), Environmental Assessments (EAs), and contributed to Environmental Impact Statements (EISs). She has developed announcements and mailing lists for NEPA public hearings. Her NEPA projects include municipal airports, multiple cellular communication towers, municipal wells and distribution lines, and sewer lines. She is also experienced in Phase I/II Environmental Site Assessments; jurisdictional waters delineations, permitting, and mitigation; threatened and endangered species surveys; storm water; and GIS data acquisition, manipulation, and application. She has managed subcontractors in many of her projects. Ms. Ward has a B.A. in Environmental Studies and Geography.

Keith Bradley, REP, CWB, Hazardous Waste Specialist

Mr. Bradley has directed several major Superfund Remedial Investigations/Feasibility Studies, RCRA Facility Investigations, remediation projects, “Brownfields” assessment and remediation projects, NEPA projects, wetlands delineation and permitting projects, ecological assessment projects, and hundreds of site characterization/due diligence projects. Mr. Bradley has also directed several significant human health and ecological risk assessments. Mr. Bradley has represented many of his clients in meetings with the public and with regulatory agencies and has provided expert witness testimony. Mr. Bradley’s professional career includes 7 years at EPA Region 6, where he directed Superfund field investigations and performed wetland delineations and assessments. Mr. Bradley has a B.S. in Biology and a M.S. in Environmental Science.

Margaret Forbes, Ph.D., Water Quality/Water Resources Specialist

Dr. Forbes has 20 years of experience in environmental/water related projects as a consultant and in academia. She has performed water related projects and conducted research within a variety of aquatic ecosystems throughout Texas and beyond. She has performed numerous water quality investigations, wetland research, wetland delineations, permitting, functional assessment, monitoring, and mitigation design including stream restoration. Dr. Forbes has published several peer-reviewed articles on topics such as wetland water quality, responses to salinity, and wetland treatment performance. Dr. Forbes has a B.S. in Environmental Engineering, a M.S. in Environmental Systems, and a Ph.D. in Environmental Science.

Joseph Schwartz, Wildlife Biologist

Mr. Schwartz is a Project Biologist with over 16 years’ experience in the environmental field. Mr. Schwartz has performed environmental projects including Avian Point Counts and Nesting Site Utilization Assessments at general aviation airports and commercial airports, and has provided data analysis and GIS mapping support on numerous Wildlife Hazard Assessments and Wildlife Hazard Management Plans. In addition, he has worked on numerous other biological projects such as biological surveys and monitoring, threatened and endangered species surveys, Section 404 waters of the U.S. permits, wetland mitigation and design, SWPPPs, SPCC Plans, environmental risk assessments, wetland determinations/delineations, and industrial audits. Mr. Schwartz has a B.S. in Zoology and a M.S. in Environmental Science.

John Kemmey, GIS Specialist

Mr. Kemmey routinely utilizes GIS to analyze data from multiple sources for natural resources applications. Mr. Kemmey measures watershed, stream and wetland systems, and other natural resource data to develop supporting maps for a variety of applications. Mr. Kemmey has a B.S. in Environmental Science and 2 years of professional experience.

Jose Alvarez, GIS Specialist

Mr. Jose Alvarez has strong GIS capabilities and recently collaborated in the development of a database for surface water and watershed data spanning two counties. Additionally, Mr. Alvarez has assisted with numerous wildlife surveys including threatened and endangered species. His field experience includes wetland delineations, threatened and endangered bird surveys and

banding, invasive species management, fish and benthic macroinvertebrate sampling, animal behavior, soil, and natural habitat analysis. Mr. Alvarez has a B.S. in Environmental Science.

Ramona Christmas, QA/QC Manager

Ms. Christmas routinely performs Quality Control on KBA work products by checking calculations, document completeness, document formatting, and compliance with Scope of Work requirements.

Garver

Perry Havenar, Air and Noise Analyst

Perry Havenar serves as Garver's lead aviation planner and has experience at nearly 70 airports. He has worked with the TxDOT Aviation Division at more than 40 airports. Perry has vast experience and expertise in planning, project management, and leadership. He executes all aspects of aviation planning and project development while providing each client with detailed communication during every phase of a project. Perry has completed Airport Master Plans, Airport Development Plans, Terminal Plans, Airport Layout Plans, and Environmental Assessments for Texas airports. Perry has a Bachelor's of Science in Anthropology from the University of Utah, a Master's of Science in Aviation Safety from the University of Central Missouri, and is a Certified Member of the American Association of Airport Executives. Additionally, Perry is a former Naval Aviator and is a commercial, instrument-rated pilot.

Appendix A
Federal Aviation Administration
Terminal Area Forecasting Reports

APO TERMINAL AREA FORECAST DETAIL REPORT

Forecast Issued January 2016

RBD

AIRCRAFT OPERATIONS

Enplanements				Itinerant Operations				Local Operations				Total Ops	Total Tracon Ops	Based Aircraft
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
REGION:ASW		STATE:TX		LOCID:RBD										
CITY:DALLAS		AIRPORT:DALLAS EXECUTIVE												
2015*	0	0	0	0	120	26,524	264	26,908	20,224	97	20,321	47,229	0	148
2016*	0	0	0	0	120	27,176	264	27,560	17,650	97	17,747	45,307	0	149
2017*	0	0	0	0	120	27,300	264	27,684	17,656	97	17,753	45,437	0	149
2018*	0	0	0	0	120	27,425	264	27,809	17,662	97	17,759	45,568	0	149
2019*	0	0	0	0	120	27,550	264	27,934	17,668	97	17,765	45,699	0	149
2020*	0	0	0	0	120	27,676	264	28,060	17,674	97	17,771	45,831	0	149
2021*	0	0	0	0	120	27,803	264	28,187	17,680	97	17,777	45,964	0	149
2022*	0	0	0	0	120	27,930	264	28,314	17,686	97	17,783	46,097	0	149
2023*	0	0	0	0	120	28,058	264	28,442	17,692	97	17,789	46,231	0	150
2024*	0	0	0	0	120	28,186	264	28,570	17,698	97	17,795	46,365	0	150
2025*	0	0	0	0	120	28,316	264	28,700	17,704	97	17,801	46,501	0	150
2026*	0	0	0	0	120	28,447	264	28,831	17,710	97	17,807	46,638	0	150
2027*	0	0	0	0	120	28,578	264	28,962	17,716	97	17,813	46,775	0	150
2028*	0	0	0	0	120	28,710	264	29,094	17,722	97	17,819	46,913	0	150

APO TERMINAL AREA FORECAST DETAIL REPORT

Forecast Issued January 2015

RBD

AIRCRAFT OPERATIONS

Enplanements				Itinerant Operations				Local Operations				Total Ops	Total Tracon Ops	Based Aircraft
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
REGION:ASW		STATE:TX		LOCID:RBD										
CITY:DALLAS		AIRPORT:DALLAS		EXECUTIVE										
2014*	0	0	0	15	159	25,890	204	26,268	24,396	227	24,623	50,891	0	148
2015*	0	0	0	15	159	25,317	204	25,695	23,278	227	23,505	49,200	0	148
2016*	0	0	0	15	159	25,420	204	25,798	23,286	227	23,513	49,311	0	149
2017*	0	0	0	15	159	25,524	204	25,902	23,294	227	23,521	49,423	0	149
2018*	0	0	0	15	159	25,628	204	26,006	23,302	227	23,529	49,535	0	149
2019*	0	0	0	15	159	25,733	204	26,111	23,310	227	23,537	49,648	0	149
2020*	0	0	0	15	159	25,838	204	26,216	23,318	227	23,545	49,761	0	149
2021*	0	0	0	15	159	25,944	204	26,322	23,326	227	23,553	49,875	0	149
2022*	0	0	0	15	159	26,050	204	26,428	23,334	227	23,561	49,989	0	149
2023*	0	0	0	15	159	26,157	204	26,535	23,342	227	23,569	50,104	0	150
2024*	0	0	0	15	159	26,264	204	26,642	23,350	227	23,577	50,219	0	150
2025*	0	0	0	15	159	26,372	204	26,750	23,358	227	23,585	50,335	0	150
2026*	0	0	0	15	159	26,480	204	26,858	23,366	227	23,593	50,451	0	150
2027*	0	0	0	15	159	26,588	204	26,966	23,374	227	23,601	50,567	0	150
2028*	0	0	0	15	159	26,697	204	27,075	23,382	227	23,609	50,684	0	150
2029*	0	0	0	15	159	26,806	204	27,184	23,390	227	23,617	50,801	0	150
2030*	0	0	0	15	159	26,916	204	27,294	23,398	227	23,625	50,919	0	150
2031*	0	0	0	15	159	27,026	204	27,404	23,406	227	23,633	51,037	0	150
2032*	0	0	0	15	159	27,137	204	27,515	23,414	227	23,641	51,156	0	150
2033*	0	0	0	15	159	27,248	204	27,626	23,422	227	23,649	51,275	0	150

2034*	0	0	0	15	159	27,360	204	27,738	23,430	227	23,657	51,395	0	150
2035*	0	0	0	15	159	27,472	204	27,850	23,438	227	23,665	51,515	0	150
2036*	0	0	0	15	159	27,585	204	27,963	23,446	227	23,673	51,636	0	150
2037*	0	0	0	15	159	27,698	204	28,076	23,454	227	23,681	51,757	0	150
2038*	0	0	0	15	159	27,812	204	28,190	23,462	227	23,689	51,879	0	150
2039*	0	0	0	15	159	27,926	204	28,304	23,470	227	23,697	52,001	0	150
2040*	0	0	0	15	159	28,041	204	28,419	23,478	227	23,705	52,124	0	150

Appendix B

Site Photos



Photo 1. View facing northeast of the area where the glidescope antenna will be relocated.



Photo 2: View facing northwest of the location of the relocated glidescope antenna.



Photo 3: View of habitat in proposed runway safety area where the localizer antenna will be relocated for Runway 13.



Photo 4: View of intersection of Westmoreland Road and State Highway 12, facing northwest.

Appendix C

Agency Consultation

TEXAS HISTORICAL COMMISSION

RECEIVED
JAN 07 2015
Texas Historical Commission

REQUEST FOR SHPO CONSULTATION:

Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

Please see instructions for completing this form and additional information on Section 106 and Antiquities Code consultation on the Texas Historical Commission website at <http://www.thc.state.tx.us/crm/crmsend.shtml>.

☒ This is a new submission.

☐ This is additional information relating to THC tracking number(s): _____

Project Information

PROJECT NAME

Dallas Executive Airport (RBD) runway extension and strengthening, taxiway extension, and NAVAID relocation.

PROJECT ADDRESS

5303 Challenger Drive

PROJECT CITY

Dallas

PROJECT ZIP CODE(S)

75237

PROJECT COUNTY OR COUNTIES

Dallas

PROJECT TYPE (Check all that apply)

☐ Road/Highway Construction or Improvement

☐ Site Excavation

☐ Utilities and Infrastructure

☒ New Construction

☐ Repair, Rehabilitation, or Renovation of Structure(s)

☒ Addition to Existing Structure(s)

☐ Demolition or Relocation of Existing Structure(s)

☐ None of these

BRIEF PROJECT DESCRIPTION: Please explain the project in one or two sentences. More details should be included as an attachment to this form.
Extension (685') and strengthening of runway 13/31 to the northwest, extension of parallel taxiway Bravo to the north (approximately 685'), and NAVAIDs (glideslope and localizer antennas) relocation.

Project Contact Information

PROJECT CONTACT NAME

Robert W. Jackson

TITLE

Environmental Specialist

ORGANIZATION

TxDOT Aviation Division

ADDRESS

125 E. 11th Street

CITY

Austin

STATE

TX

ZIP CODE

78701-2483

PHONE

512-416-4511

EMAIL

Robert.W.Jackson@txdot.gov

Federal Involvement (Section 106 of the National Historic Preservation Act)

Does this project involve approval, funding, permit, or license from a federal agency?

☒ Yes (Please complete this section)

☐ No (Skip to next section)

FEDERAL AGENCY

FAA

FEDERAL PROGRAM, FUNDING, OR PERMIT TYPE

SBGP

CONTACT PERSON

John MacFarlane

PHONE

817-222-5681

ADDRESS

**FAA-Southwest Regional Office
Texas Airports Development Office
2801 Meacham Blvd**

EMAIL

John.MacFarlane@faa.gov

State Involvement (Antiquities Code of Texas)

Does this project occur on land or property owned by the State of Texas or a political subdivision of the state?

☒ Yes (Please complete this section)

☐ No (Skip to next section)

CURRENT OR FUTURE OWNER OF THE PUBLIC LAND

City of Dallas, Texas

CONTACT PERSON

Darrell Phillips, Airport Manager

PHONE

214-671-1296

ADDRESS

5303 Challenger Drive, LB17

EMAIL

darrell.phillips@dallascityhall.com

Identification of Historic Properties: Archeology

Does this project involve ground-disturbing activity?

☒ Yes (Please complete this section)

☐ No (Skip to next section)

Describe the nature of the ground-disturbing activity, including but not limited to depth, width, and length.
 Length – 1,735 feet northwest from present end of RWY 13/31, centered on the runway centerline; Width – 250 feet South of Runway centerline and 490 feet north of centerline ; Depth – 2 feet of embankment within the runway safety area and approximately 40 feet as you extend Taxiway Bravo over Old Hickory Creek.

Describe the previous and current land use, conditions, and disturbances.

Land is currently used for an airport, and prior to 1945 was in agricultural use. All areas of potential ground disturbance have been previously disturbed.

Identification of Historic Properties: Structures

Does the project area or area of potential effects include buildings, structures, or designed landscape features (such as parks or cemeteries) that are 45 years of age or older?

☒ Yes (Please complete this section)

☐ No (Skip to next section)

Is the project area or area of potential effects within or adjacent to a property or district that is listed in or eligible for listing in the National Register of Historic Places?

☐ Yes, name of property or district:

☒ No

☐ Unknown

In the space below or as an attachment, describe each building, structure, or landscape feature within the project area or area of potential effect that is 45 years of age or older.

ADDRESS	DATE OF CONSTRUCTION	SOURCE FOR CONSTRUCTION DATE
See attached survey report.		
ADDRESS	DATE OF CONSTRUCTION	SOURCE FOR CONSTRUCTION DATE
ADDRESS	DATE OF CONSTRUCTION	SOURCE FOR CONSTRUCTION DATE

Attachments

[Please see detailed instructions regarding attachments.](#)

Include the following with each submission:

☒ Project Work Description

☒ Maps

☒ Identification of Historic Properties

☒ Photographs

For Section 106 reviews only, also include:

☒ Consulting Parties/Public Notification

☒ Area of Potential Effects

☒ Determination of Eligibility

☒ Determination of Effect

Submit completed form and attachments to the address below. Faxes and email are not acceptable.

Mark Wolfe

State Historic Preservation Officer

Texas Historical Commission

P.O. Box 12276, Austin, TX 78711-2276 (mail service)

108 W. 16th Street, Austin, TX 78701 (courier service)

For SHPO Use Only

NO HISTORIC
 PROPERTIES AFFECTED
 PROJECT MAY PROCEED

by Mark Henderson
 for Mark Wolfe
 State Historic Preservation Officer
 Date 9 February 2015

Dallas Executive Airport Historic Resources Survey Report
Dallas, Dallas County, Texas

Submitted to:
Texas State Historic Preservation Officer
Texas Historical Commission
108 W. 16th Street
Austin, TX 78701

Written by:
Robert W. Jackson, PhD, AICP, C.M.
Environmental Specialist
Texas Department of Transportation, Aviation Division
125 E. 11th Street
Austin, TX 78701

January 2015

Introduction and Project Work Description

Dallas Executive Airport (RBD) is a municipally owned 1040-acre general aviation facility located ten miles southwest of the central business district of the city of Dallas, Dallas County, Texas (see Figure 1.) The airport has two runways. RW 17-35 is a 3,800' x 100' concrete runway and RW 13-31 is a 6,451' x 150' concrete runway.

The Texas Department of Transportation, Aviation Division (TxDOT AVN), and the City of Dallas are finalizing the Airport Master Plan Update (AMP Update) for the airport. A final draft of the AMP Update report was prepared by Coffman Associates in February 2013. As part of the current planning study, a Runway Safety Area (RSA) determination was made for RW 13-31 in accordance with FAA Order 5200.8, *Runway Safety Area Program*. The determination revealed deficiencies in airport design standards for the RSA and identified incompatible land use within the runway protection zones (RPZs). TxDOT proposes shifting the RW 13 end point 685' north, displacing thresholds at both ends of RW 13-31, and implementing declared distances to remedy the RSA and RPZ shortcomings.

The following are FAA owned equipment at RBD: Localizer Antenna, Glideslope Antenna, LDIN approach lighting, VASI-4 RW 13-31 (Vertical Approach Slope Indicator), PAPI-4 RW17 (Precision Approach Path Indicator), two electric vaults, REILS RW 17 & RW 13 (Runway End Identifier Lights), cables and wiring, and ASOS (Automated Surface Weather Observation Station). The proposed improvements will require the relocation of the glideslope antenna and the localizer antenna, each with its own vault and associated cabling. Because the ASOS is co-located with the glideslope antenna, it would also require relocation. The VASI-4 for each runway end would be removed and replaced with a PAPI-4 system, with the possibility of the City taking ownership of the PAPI-4 lights, if approved by the FAA.

This improvement shifts the RW 13 end point 685 feet and implements the RSA and RPZ deficiency mitigation strategy proposed in the AMP Update to meet the goal of providing a fully compliant RSA and enhancing the protection of people and property on the ground. While the runway pavement is proposed to be lengthened beyond 7,000', (from 6,451' to 7,136') the useable runway will be limited to less length, operationally, by the use of declared distances.

Other improvements being proposed as part of the stated strategy are the shifting of each approach RPZ, and runway landing threshold displacement. The improvements would also include an extension of the parallel taxiway (Taxiway Bravo) to the new RW 13 end location, modification and reinstallation of the runway lighting system, removal/replacement and reinstallation of FAA owned navigational aids, and the publishing of declared distances.

The length of runway extension would be 685 feet with the runway width being 250 feet south of the runway centerline and 490 feet north of the runway centerline. The localizer antenna would be relocated 1,000 feet from this runway extension. Grading will take place approximately 50 feet past the localizer antenna. The full RSA width and length will have to be graded to meet FAA Advisory Circular requirements. The elevation difference is only 2 feet within the RSA but increases to 40 feet when Taxiway Bravo is extended to the new Runway 13 end because in 1980 airport management had to import fill material to meet RSA requirements over the drainage area of Old Hickory Creek.

The current improvement project is scheduled to begin in 2015. Once complete, the reconstructed runway system will be able to support and service long-range corporate jets, encourage more frequent daily traffic, and enable both corporate and private aircraft to reduce the number of refueling stops while carrying an increased amount of fuel or cargo. The project is not, however, designed to provide for air carrier operations.

The potential for project discovery of archeological resources has been reviewed by Allen Bettis of the TxDOT Environmental Affairs Division (ENV) Archeological Studies Branch. Mr. Bettis has found that the Area of Potential Effects (APE) for archeological resources, which is the proposed area of project soil disturbance, has been previously disturbed. Moreover, this entire area is located in an area of Cretaceous formation. The only time there would be any kind of an archeological site here is with proximity to a historically reliable source of water. The streams present in the project area are ephemeral wet weather streams, and not perennial. Also, the type of soils that have developed here are very stable, with little to no depositions, so any potential sites would be on the surface. The development of this airport, therefore, has disturbed anything which might exist on or near the surface, and no field archeological survey is warranted.

At SHPO request, a separate Request for SHPO Consultation covering archeological resources can be submitted by TxDOT ENV. This report, however, is concerned only with non-archeological historic resources.

The information provided in this report is intended for use in documenting compliance with requirements of the National Environmental Policy Act of 1969, the National Historic Preservation Act of 1966, as amended, the Department of Transportation Act of 1966, and the Antiquities Code of Texas.

Area of Potential Effects

The APE for non-archeological historic resources is generally the airport property boundary, but not including any area southeast of US Highway 67, or south of West Redbird Lane; nor any retail properties northeast of the airport adjacent to the

intersection of Loop 12 and South Hampton Road, nor any of the residential properties northeast of the airport accessed via Woodhollow Drive. See Figure 2.

Survey Methodology

A historic resources survey was conducted on October 9, 2014, by TxDOT AVN Environmental Specialist Robert W. Jackson, who meets the Secretary of the Interior's Professional Qualification Standards for historian and architectural historian, and who, prior to becoming a TxDOT employee, was pre-certified by TxDOT in work categories 2.8.1 - Surveys, Research and Documentation of Historic Buildings, Structures, and Objects, and 2.11.1 - Historical and Archival Research.

The field survey consisted of driving and walking through the APE with Airport Manager Darrell Phillips, identifying and documenting resources built prior to 1966. A larger study area encompassing all property abutting airport property was subject to a windshield survey.

Prior to the field survey, the Texas Historic Sites Atlas and the National Register of Historic Places (NRHP) were checked to identify properties designated as Recorded Texas Historic Landmarks (RTHL) or State Archeological Landmarks (SAL), and to identify Official State Historical Markers (OSHM) within the project's APE. The TxDOT Aviation Division project files for the airport were reviewed, and The Handbook of Texas Online was accessed. In addition, the TxDOT Environmental Affairs Division, Historical Studies Branch *Historical Studies Report: Texas General Aviation* prepared by Ralph Newlan of Michael Baker Jr, Inc. was consulted, as were copies of newspaper articles from the *Dallas Morning News* documenting construction and other activities on the airport.

Previously Identified Resources

National Register of Historic Places (NRHP)

There are no NRHP-listed or eligible resources within the project's APE.

Recorded Texas Historic Landmarks (RTHL)

There are no RTHL resources within the project's APE.

State Archeological Landmarks (SAL)

There are no SAL resources within the project's APE.

Official State Historical Markers (OSHM)

There are no OSHM resources within the project's APE.

Historical Overview

The City of Dallas acquired the original 1,026 acre site for Redbird Airport in 1945. Site clearing and grading began in 1946, and in the summer of that year the City purchased three 130 x 160 feet corrugated steel hangers from the War Assets Administration for \$17,400 each. Two of these hangers were erected at Redbird airport in April 1947, while the third was placed in storage and later erected in 1950 at Dallas Love Field for use by Pioneer Airlines. The hangers were originally designed for use by the United States Army overseas.

Redbird Airport was dedicated April 26, 1947, and opened for full operation in June 1948. It originally had one concrete runway, 100 feet wide and 3,000 feet long. Between 1953 and 1958, the City acquired additional property for airport expansion; construction of a new cross-wind runway; construction of new taxiways and ramps; and improvement of airport lighting. In 1959 the airport averaged about 100 flight operations a day, and served a variety of general aviation and corporate aviation needs in the south Dallas County area, including the following: Texair, Inc., aircraft sales, service, and storage; Air Haven, aircraft sales, service and storage; Global Aviation, aircraft sales; Modern Aero Sales, aircraft sales; Executive Aircraft Service, overhaul of large multi-engine aircraft; and M.T. Goble, flight training.

A second major expansion effort from 1959 to 1970 resulted in further land acquisition; lengthening of the cross-wind runway; construction of a new administration building and parking lot; construction of a new access road; taxiway lighting improvements; and construction of a new air traffic control tower. The original terminal building was constructed in 1962. By June 1965, the airport was experiencing more than 122,000 flight operations a year.

The current airport terminal building was completed in 2005. It houses administrative offices, a waiting area, pilot lounges, restroom facilities, and a restaurant. Adjacent to the east side of the terminal building is a conference center. These two buildings comprise approximately 11,900 square feet. There are also 32 hangar facilities at the airport, providing more than 500,000 square feet of space.

The City of Dallas officially changed the name of the facility to Dallas Executive Airport in 2002.

Redbird Airport fits within the historic context of civilian aviation in Texas in the Post-World War II Era (see TxDOT *Historical Studies Report, Texas General Aviation*, pgs. 21-25) as an example of a municipally-owned general aviation and corporate airport providing relief to a larger primary commercial service airport (Dallas Love Field) while also contributing to the local employment base.

Identification of Historic Properties

There are fourteen historic age resources within the project APE. These properties are summarized in the Resource Inventory Table, and identified on Figures 2 and 3. As stated in *TxDOT Historical Studies Report, Texas General Aviation*, “At airports, often the most prominent resources are those buildings related to air operations such as hangars, terminal buildings, and air traffic control towers. At TxDOT AVN’s airports, however, many of the identified resources in this category do not display a significant role within their associated historic context(s), represent serial plans/forms and display no particular architectural or engineering merit, and/or have suffered from alterations” (pg. 36). So it is with the historic-age resources located within the Dallas Executive Airport APE.

Resources #11, 12, 13 and 14 are not specifically aviation related buildings or structures and do not fit within the larger historic context applicable to this airport, and thus are not significant in terms of Criteria A – Event. Nor are these properties significant under Criteria B for association with a significant person; Criteria C for design or construction; nor Criteria D for information potential.

Resources #3 thru 10 are aviation related buildings that are associated with the general trend of post-World War II civilian aviation growth and development in Texas, and thus might be eligible under Criteria A – Event, but are not outstanding, nor important, examples of type. Because of their vernacular design, they are not eligible for the National Register in terms of Criteria C – Design/Construction; nor are they eligible under Criteria B – Person, nor Criteria D – Information Potential.

Resources #1 and 2 are aviation related buildings that are associated with the general trend of post-World War II civilian aviation growth and development in Texas, and thus might be eligible under Criteria A – Event, but are not outstanding, nor important, examples of type. They are not significant under Criteria C for their design because they do not represent the work of a master, do not possess high artistic value, and do not represent significant and distinguishable entities whose components may lack individual distinction. They may embody some distinctive characteristics of a type or period, but there is nothing distinctive about their method of construction.

According to the guidance provided by the Department of Defense publication *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War* (June 2011), which is relevant to Resource ID #1 and 2 due to their original construction as hangars for military use, these are common types whose design does not appear to be distinctive. Of greater concern is their integrity, given that there have been extensive alterations to their

original design which hamper their ability to convey whatever significance they may otherwise possess.

Determination of Eligibility

None of the historic age resources in the APE meet the criteria for National Register eligibility.

Determination of Effect

The proposed undertaking would not adversely affect any of the historic-age resources in the APE. There is no aspect of the proposed improvement project at the airport that would directly or indirectly use or these resources, nor change any aspect of their integrity, including their location, design, setting, materials, workmanship, feeling, or association.

Mitigation

None required.

Consulting Parties/Public Notification

If SHPO finds that there are National Register eligible resources in the APE, TxDOT AVN will coordinate with the Dallas Historical Society.

Under terms of the State Block Grant Program Agreement between TxDOT Aviation Division and FAA, and the terms of FAA Order 5050.4B, Tribal coordination for that portion of the project involving the relocation of FAA-owned navigational equipment is the responsibility of FAA. To date, FAA has not initiated any Tribal coordination. Because there is no evidence that the proposed undertaking may have an adverse effect on Native American cultural or historic resources, TxDOT AVN does not plan to seek Tribal consultation for the project as a whole.

The City of Dallas has had public meetings regarding the Master Plan, during which the undertaking here presented were discussed within the larger context of airport future improvements. There are no plans to have any public meeting, open house, or public hearing specifically for the Environmental Assessment covering the proposed undertaking that is the subject of this report.

References

Dallas Morning News:

- "Aircraft Service to Double Size of Its Capacity," June 9, 1959;
- "Airport Work near Completion," November 23, 1959;
- "Austin Firm Bids Low for Airport Job," November 22, 1945;
- "City Due to Seek Bids on Two Airport Projects, December 14, 1946;
- "Council Asks Redbird Bids," March 20, 1947;
- "Dallas OK's Pact Providing Hangar at Redbird Airport," October 28, 1958;
- "Dallas to Get Port Unit, 7 Hangers," March 2, 1946;
- "Expansion at Redbird for Private Planes," November 24, 1958;
- "Guard Unit Moving Into New Armory," December 5, 1957;
- "Improvements in Facilities, Services Putting Redbird Airport 'On Map,'" August 15, 1965.
- "New face for Redbird Airport," August 29, 1955;
- "Pioneer Airlines to Move Operations Here from Houston," September 17, 1949;
- "Pioneer Completes Its Move to Dallas," May 7, 1950;
- "Redbird Airport Continues Growth," August 2, 1964;
- "Redbird Airport Grows Up," December 5, 1959;
- "Redbird Airport Will Expand," September 18, 1960;
- "Redbird Dedicated by Mayor Rogers," April 27, 1947;
- "Redbird to Get Wings," May 4, 1947;
- "2 Chamber Groups Ask New Redbird Facilities," October 27, 1958.

Historic Aerials, maps for 1952, 1955, 1958, 1968, and 1972, accessed electronically December 17, 2014, at: <http://www.historicaerials.com/>.

Interview with Darrell Phillips, Dallas Executive Airport manager; October 9, 2014.

Texas Department of Transportation, Environmental Affairs Division, Historical Studies Branch, *Historical Studies Report: Texas General Aviation*. (TxDOT: Austin, 2008).

United States Department of Defense, Legacy Resource Management Program, *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from, World War I through the Cold War* (June, 2011). Electronic document accessed January 5, 2015, at: <http://fas.org/man/dod-101/usaf/docs/webster/>.

Vertical files, Airport Management Office; Dallas Executive Airport; 5303 Challenger; Dallas, Texas.

Resource Inventory Table

Map ID	Address	Type/ Subtype	Form/ Plan	Date	Alterations/ Comments	NRHP Eligibility
1	5225 Voyager	Aircraft Hangar	See photo inventory	Ca. 1945	Moved to site in 1947; altered by addition of dependencies or "lean-to" structures in 1959.	Not Eligible
2	5125 Voyager	Aircraft hangar	See photo inventory	Ca. 1945	Moved to site in 1947; altered by addition of dependencies or "lean-to" structures in 1959.	Not Eligible
3	5025 Voyager	Aircraft hangar	See photo inventory	Ca. 1953	Extensively altered.	Not Eligible
4	5015 Voyager	Aircraft hangar	See photo inventory	Ca. 1953	Extensively altered.	Not Eligible
5	4975 Voyager	Aircraft hangar	See photo inventory	Ca. early 1960s	Extensively altered.	Not Eligible
6	5010 Voyager	Aircraft hangar	See photo inventory	Ca. early 1960s	Altered.	Not Eligible
7	5110 Voyager	Aircraft hangar	See photo inventory	Ca. early 1960s	None	Not Eligible
8	5120 Voyager	Office	See photo inventory	Ca. 1959	Altered with addition to back.	Not Eligible
9	5419 Saturn	Aircraft hangar	See photo inventory	Ca. early 1960s	Vernacular hanger design.	Not Eligible
10	5423 Saturn	Aircraft hangar	See photo inventory	Ca. early 1960s	Vernacular hanger design. Altered with addition to west side.	Not Eligible
11	5303	Access	See	1947	Does not meet	Not

	Challenger (no specific address)	road drainage structures	photo inventory		eligibility criteria for culverts and drainage structures.	Eligible
12	4901 S. Hampton	Fire Station	See photo inventory	1962	Major addition to original building.	Not Eligible
13	5303 Challenger (no specific address)	Pump house and associated storage tank	See photo inventory	1947	Original condition.	Not Eligible
14	3130 W. Red Bird Lane	National Guard armory	See photo inventory	1957	Two additions (1993 and 2014) and extensive renovations.	Not Eligible

Map ID #: 1

Site Location: 5225 Voyager

Function/Use: Aircraft Hanger

Date: Ca. 1945

Style/Form: Quonset-style corrugated sheet metal hangar with open arch steel truss.

NRHP Eligibility: Not Eligible

Comments: Purchased by City of Dallas in summer 1946 from War Assets Administration and erected on this site in 1947. In 1959 the building was extensively altered with addition of a half-length dependency or lean-to on the west side.



View facing northeast.

Map ID #: 1

Site Location: 5225 Voyager

Function/Use: Aircraft Hanger

Date: Ca. 1945

Style/Form: Quonset-style corrugated sheet metal hangar with open arch steel truss.

NRHP Eligibility: Not Eligible

Comments: Purchased by City of Dallas in summer 1946 from War Assets Administration and erected on this site in 1947. In 1959 the building was extensively altered with addition of a half-length dependency or lean-to on the west side.



Interior view looking south.

Map ID #: 1

Site Location: 5225 Voyager

Function/Use: Aircraft Hanger

Date: Ca. 1945

Style/Form: Quonset-style corrugated sheet metal hangar with open arch steel truss.

NRHP Eligibility: Not Eligible

Comments: Purchased by City of Dallas in summer 1946 from War Assets Administration and erected on this site in 1947. In 1959 the building was extensively altered with addition of a half-length dependency or lean-to on the west side.



View looking southeast.

Map ID #: 2

Site Location: 5125 Voyager

Function/Use: Aircraft Hanger

Date: Ca. 1945

Style/Form: Quonset-style corrugated sheet metal hangar with open arch steel truss.

NRHP Eligibility: Not Eligible

Comments: Purchased by City of Dallas in summer 1946 from War Assets Administration and erected on this site in 1947. In 1959 the building was extensively altered with addition of dependencies or lean-tos on the west and east sides.



View looking northeast.

Map ID #: 2

Site Location: 5125 Voyager

Function/Use: Aircraft Hanger

Date: Ca. 1945

Style/Form: Quonset-style corrugated sheet metal hangar with open arch steel truss.

NRHP Eligibility: Not Eligible

Comments: Purchased by City of Dallas in summer 1946 from War Assets Administration and erected on this site in 1947. In 1959 the building was extensively altered with addition of dependencies or lean-tos on the west and east sides.



Interior view looking east.

Map ID #: 2

Site Location: 5125 Voyager

Function/Use: Aircraft Hanger

Date: Ca. 1945

Style/Form: Quonset-style corrugated sheet metal hangar with open arch steel truss.

NRHP Eligibility: Not Eligible

Comments: Purchased by City of Dallas in summer 1946 from War Assets Administration and erected on this site in 1947. In 1959 the building was extensively altered with addition of dependencies or lean-tos on the west and east sides.



View looking southeast

Map ID #: 3
Site Location: 5025 Voyager
Function/Use: Aircraft Hanger
Date: Ca. early 1960s
Style/Form: Rectangular plan, corrugated sheet metal.
NRHP Eligibility: Not Eligible
Comments: Extensively altered; doubled in width in 1980s.



View looking southeast.

Map ID #: 4
Site Location: 5015 Voyager
Function/Use: Aircraft Hanger
Date: Ca. early 1960s
Style/Form: Rectangular plan, corrugated sheet metal.
NRHP Eligibility: Not Eligible
Comments: Extensively altered; widened and southern 47 feet removed.



View looking northwest

Map ID #: 5

Site Location: 4975 Voyager

Function/Use: Aircraft Hanger

Date: Ca. early 1960s

Style/Form: Square plan, corrugated sheet metal with pitched roof.

NRHP Eligibility: Not Eligible

Comments: Extensively altered with addition of dependency or lean-to on north side.



View looking southeast.

Map ID #: 6
Site Location: 5010 Voyager
Function/Use: Aircraft Hanger
Date: Ca. early 1960s
Style/Form: Square plan, corrugated sheet metal with pitched roof.
NRHP Eligibility: Not Eligible
Comments: Altered with addition of stone cladding on west side.



View looking east

Map ID #: 7
Site Location: 5110 Voyager
Function/Use: Aircraft Hanger
Date: Ca. early 1960s
Style/Form: Square plan, corrugated sheet metal with pitched roof.
NRHP Eligibility: Not Eligible
Comments: None



View looking southeast

Map ID #: 8

Site Location: 5120 Voyager

Function/Use: Office

Date: Ca. 1959

Style/Form: Square plan, corrugated sheet metal with flat roof.

NRHP Eligibility: Not Eligible

Comments: Vernacular industrial building, altered with addition to rear (right side of photo) and stone cladding. Entrance moved from west to south side.



View looking northeast

Map ID #: 9

Site Location: 5419 Saturn

Function/Use: Aircraft Hanger

Date: Ca. early 1960s

Style/Form: Rectangular plan, corrugated sheet metal with flat roof.

NRHP Eligibility: Not Eligible

Comments: Vernacular T-hangar design.



View looking east.

Map ID #: 10

Site Location: 5423 Saturn

Function/Use: Aircraft Hanger

Date: Ca. early 1960s

Style/Form: Rectangular plan, corrugated sheet metal.

NRHP Eligibility: Not Eligible

Comments: Vernacular T-hangar design (Original section). Approximately 235 feet removed on west side and replaced with pitched-roof hanger (foreground).



View looking east.

Map ID #: 11a
Site Location: 5303 Challenger (no specific address)
Function/Use: Culvert
Date: 1947
Style/Form: Standard City of Dallas culvert design.
NRHP Eligibility: Not Eligible
Comments: Vernacular design. Part of original entrance road.



View looking northwest.

Map ID #: 11b

Site Location: 5303 Challenger (no specific address)

Function/Use: Culvert and retaining wall.

Date: 1947

Style/Form: Standard City of Dallas culvert design.

NRHP Eligibility: Not Eligible

Comments: Vernacular design. Part of original entrance road.



View looking west/southwest.

Map ID #: 11c

Site Location: 5303 Challenger (no specific address)

Function/Use: Culvert and retaining wall.

Date: 1947

Style/Form: Standard City of Dallas culvert design.

NRHP Eligibility: Not Eligible

Comments: Vernacular design. Part of original entrance road.



View looking southeast.

Map ID #: 12

Site Location: 4901 S. Hampton Rd.

Function/Use: Fire Station #49.

Date: 1962

Style/Form: Rectangular plan, flat roof; aluminum windows; brick exterior.

NRHP Eligibility: Not Eligible

Comments: Major addition to original building.



View looking southwest.

Map ID #: 12
Site Location: 4901 S. Hampton Rd.
Function/Use: Fire Station #49.
Date: 1962
Style/Form: Rectangular plan, flat roof; aluminum windows; brick exterior.
NRHP Eligibility: Not Eligible
Comments: Major addition to original building.



View looking northwest.

Map ID #: 13a and 13b

Site Location: 5303 Challenger (no specific address)

Function/Use: Pump house and storage tank (foreground). Used for storage.

Date: 1947

Style/Form: Concrete block storage tank; brick pump house.

NRHP Eligibility: Not Eligible

Comments: Original condition.



View looking northwest.

Map ID #: 13a
Site Location: 5303 Challenger (no specific address). Use for storage.
Function/Use: Pump house
Date: 1947
Style/Form: Square plan brick with hipped roof.
NRHP Eligibility: Not Eligible
Comments: Original condition.



View looking northwest.

Map ID #: 13b
Site Location: 5303 Challenger (no specific address)
Function/Use: Water tank. Use for storage.
Date: 1947
Style/Form: Concrete block.
NRHP Eligibility: Not Eligible
Comments: Original condition.



View looking west.

Map ID #: 14

Site Location: 3130 W. Red Bird Lane

Function/Use: National Guard Armory

Date: 1957

Style/Form: Rectangular plan; flat roof; aluminum windows; brick exterior.

NRHP Eligibility: Not Eligible

Comments: Additions in 1993 and 2014; extensive renovations.



View looking northeast.

Map ID #: 14
Site Location: 3130 W. Red Bird Lane
Function/Use: National Guard Armory
Date: 1957
Style/Form: Rectangular plan.
NRHP Eligibility: Not Eligible
Comments: Additions in 1993 and 2014; extensive renovations.



View looking east

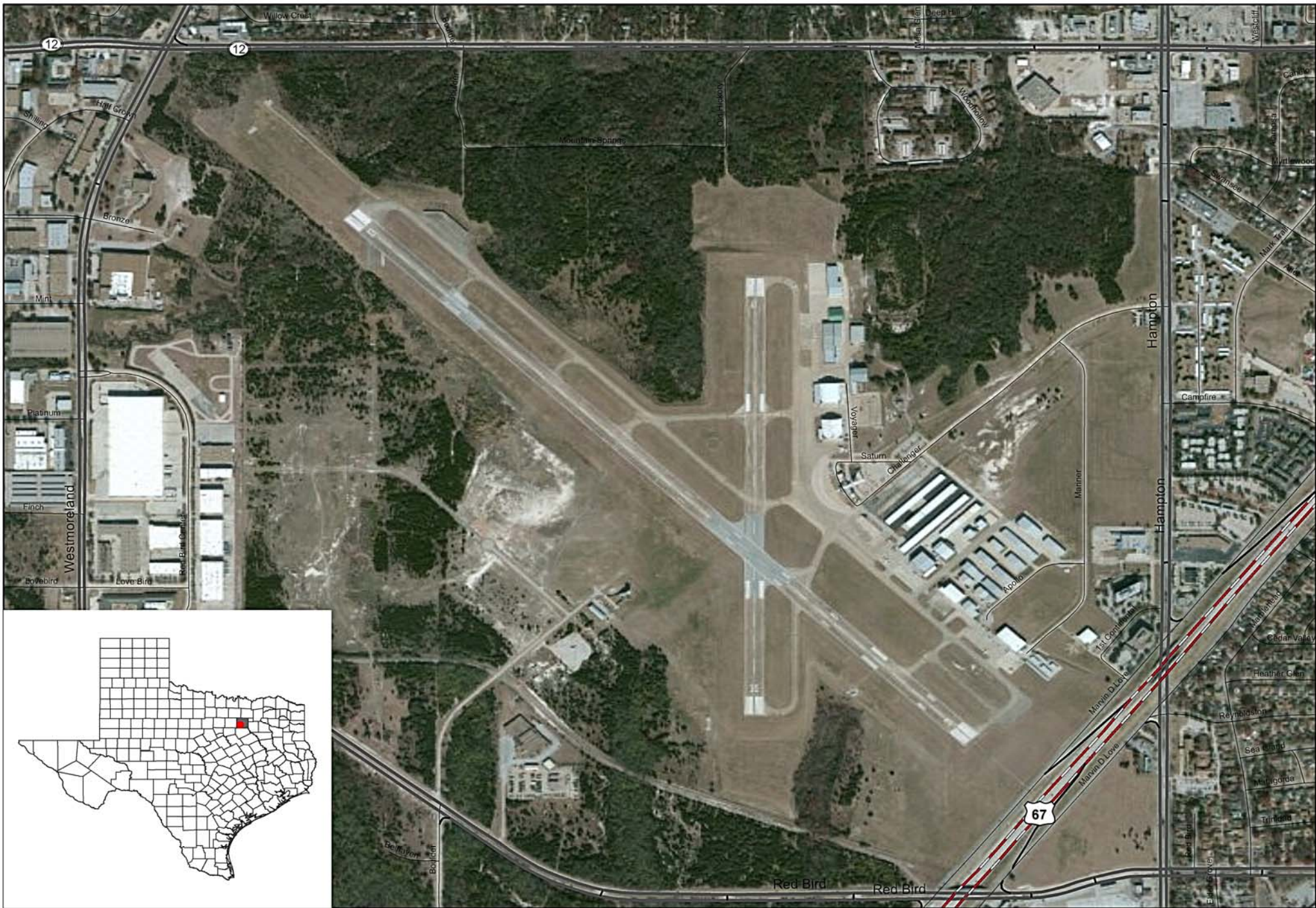


Figure 1.
Dallas Executive Airport
Dallas, TX



Figure 2

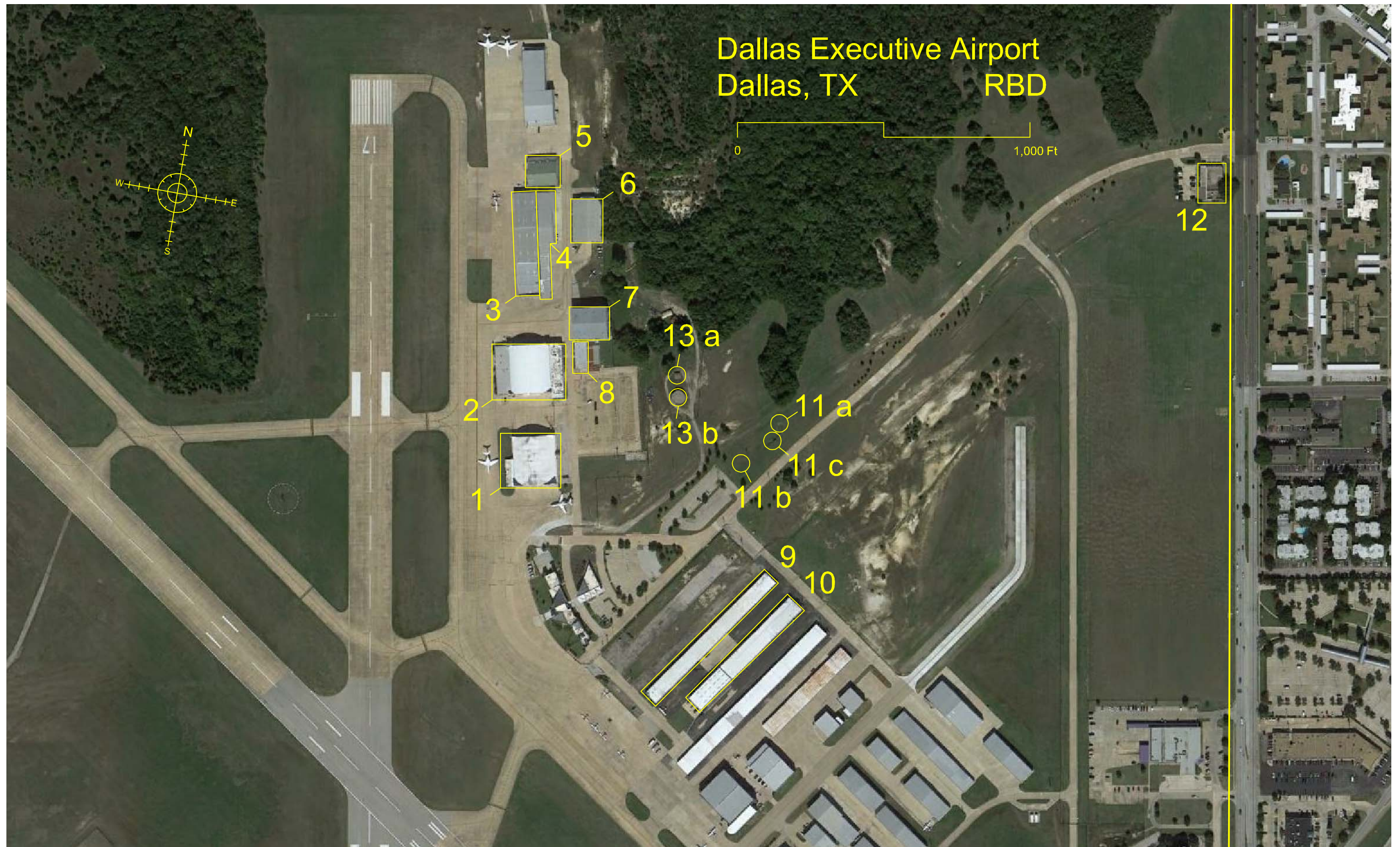


Figure 3

Kirsten Ward

From: Margaret Forbes <mforbes04@gmail.com>
Sent: Wednesday, February 25, 2015 6:29 PM
To: 'Kirsten Ward'
Subject: FW: Dallas Executive Airport

From: Ryan Bucek [mailto:Ryan.Bucek@tceq.texas.gov]
Sent: Tuesday, August 12, 2014 11:04 AM
To: Margaret Forbes
Subject: RE: Dallas Executive Airport

Good morning Margaret,

Thank you for providing me with this info. I have confirmed the airport is within the 0805 TMDL watershed boundary. However, there are no additional testing requirements for this facility beyond their specific industry sector requirements. This is due to the fact that the Implementation Plan for this TMDL did not identify the airport as needing to test for dioxin and PCBs. Page 30 of the Multi Sector General Permit (TXR050000), under Part II, Section B.7(d) states the following:

“If the TMDL or TMDL Implementation Plan does not identify monitoring requirements for the permittee, then additional monitoring is not required under Part III.B.4(a) and the permittee may still obtain authorization under this general permit.”

You also mentioned that they are doing some construction on site. If they will be disturbing greater than or equal to five acres, or less than five initially but part of a larger plan that will exceed 5 overall, then they will need to comply with requirements of our Construction General Permit (TXR150000). This permit requires the permittee to maintain erosion and sediment controls.

Please let me know if you have any other questions.

Thanks,

Ryan Bucek

Stormwater and Pretreatment Team

Water Quality Division

Texas Commission on Environmental Quality

Phone: (512) 239-0198

Fax: (512) 239-4430

From: Margaret Forbes [mailto:mforbes04@gmail.com]
Sent: Monday, August 11, 2014 4:43 PM
To: Ryan Bucek
Subject: Dallas Executive Airport

Dear Ryan,

I've attached a Google Earth aerial of the airport. We would like to know if it's located within the TMDL-watershed and therefore subject to the TMDL requirements for dioxin and PCBs (Upper Trinity between Tenmile and Fivemile Creeks, as listed in the 2013 303(d) report. Also if the airport is located in any other TMDL-watersheds please let us know.

Thank-you,

Margaret G. Forbes, Ph.D.
361 332-1364

KBA EnviroScience, Ltd.

101 E. Southwest Parkway, Suite 114
Lewisville, TX 75067
972-436-9669
www.kbaenv.com

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Lewisville, TX 75067
(972) 436-9669
FAX: (972) 436-9667

June 6, 2016

Stephen Brooks
US Army Corps of Engineers
ATTN: CESWF-PER-R
PO Box 17300
Fort Worth, TX 76102-0300

Subject: Request for Response Concerning Potential Impacts for the City of Dallas, Dallas Executive Airport Runway Shift and Other Improvements Project, Dallas County, Texas.

Dear Mr. Brooks:

KBA EnviroScience, Ltd. (KBA) is preparing an Environmental Assessment for the following project:

- (1) **Project:** Dallas Executive Airport (KRBD) Runway Shift and Other Improvements Project, Dallas County, Texas
- (2) **Applicant:** City of Dallas
Dallas Executive Airport
5303 Challenger
Dallas, Texas 75237-4709
- (3) **Consultant:** KBA EnviroScience, Ltd. (KBA)
101 E. Southwest Parkway, Suite 114
Lewisville, Texas 75067
- (4) **Name of Program:** Texas Department of Aviation Division
TXDOT CDJ No. 14EADALLA

The proposed work is described in this letter. The project falls under Nationwide Permit (NWP) 14 Linear Transportation Projects – there will be no impact to special aquatic sites, including wetlands, and the stream crossing will not result in the loss of greater than 1/10 acre of waters of the United States. Although we understand that this project does not require a preconstruction notification, the Federal Aviation Administration (FAA) still requires us to follow the consultation process with USACE. Please provide us with a written response for this project.

Letters will be submitted to Texas Parks and Wildlife Department (TPWD) and the U.S. Fish and Wildlife Service (USFWS) concurrently regarding threatened and endangered species.

Description of the Proposed Project

Preparation and presentation of this EA follows the guidance provided in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

The Purpose and Need of the proposed project is to comply with FAA guidance and policies to improve the safety and protection of people and property on the ground by correcting identified deficiencies in the Runway Protection Zone (RPZ) of Runway 13 and the Runway Safety Area (RSA), Runway Object Free Area (ROFA), and RPZ of Runway 31. TxDOT Aviation conducted an RPZ Analysis and Runway Shift Analysis of the current facility design. The report revealed deficiencies in airport design standards for the RSA and identified certain incompatible land uses within the RPZ. Based on these findings, KRBD proposes shifting the RW 13 end point 685 feet northwest, displacing thresholds at both ends of Runway 13-31, and implementing declared distances to remedy the RSA, ROFA, and RPZ shortcomings to the extent practicable.

FAA runway protection design standards for aircraft that currently use and are anticipated to use the facility are outlined in FAA Advisory Circular 150/5300-13A (FAA 2014). FAA Advisory Circular 150/5300-13A increased the dimensions and thresholds for the RPZ and ROFA, and runway designs for safety reasons for current airport operations as well as any future operations. The specific RSA and RPZ deficiencies at KBRD are that (1) the runway 31 RSA and ROFA are less than the FAA-required 1,000 feet and (2) the Runway 13-31 RPZ includes areas outside of the airport boundary at both ends and includes incompatible land uses such as city streets, U.S. Highway 67, and residential/commercial properties. FAA memo Interim Guidance on Land Uses within Runway Protection Zone (FAA 2012) encourages the “airport owner have control over the RPZ land in order to achieve the desired protection of people and property on the ground. Although the FAA recognizes that in certain situations the airport sponsor may not fully control land within the RPZ, the FAA expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land uses.”

KRBD plays an important role in the economic development of the regional economy. The airport is in the National Plan of Integrated Airport Systems (NPIAS). Considerable capital investments have been made to maintain the airport’s ability to provide service that links regional, state and national aviation networks. The runway and associated runway protection and safety area improvements are also needed to maintain the airport’s role in the regional economy and provide safe and efficient activities.

The runway shift to the northwest will cross over an existing culverted section of Old Hickory Branch, an intermittent stream. Taxiway B will be extended to the northwest as well to support the runway. Taxiway B will require 100 lf of Old Hickory Branch to be culverted.

Soils

The soil survey for Dallas County (NRCS, 2015) was used to determine the soil types within the project. The predominant soil classifications within the project include:

5-Austin silty clay, 1 to 3 percent slopes - This component is on ridges on dissected plains. The parent material consists of residuum weathered from chalk. Depth to a root restrictive layer, bedrock, paralithic, is 22 to 39 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is moderate. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

6-Austin silty clay, 2 to 5 percent slopes, eroded - This component is on ridges on dissected plains. The parent material consists of residuum weathered from chalk. Depth to a root restrictive layer, bedrock, paralithic, is 22 to 39 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is moderate. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

9-Austin-Urban land complex, 2 to 5 percent slopes -The Austin component makes up 55 percent of the map unit. This component is on ridges on dissected plains. The parent material consists of residuum weathered from Austin chalk formation. Depth to a root restrictive layer, bedrock, paralithic, is 22 to 39 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is moderate. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

Urban land is land mostly covered by streets, parking lots, buildings, and other structures of urban areas.

24-Dalco-Urban land complex, 0 to 3 percent slopes -The Dalco component makes up 50 percent of the map unit. This component is on ridges on dissected plains. The parent material consists of residuum weathered from Austin Chalk formation. Depth to a root restrictive layer, bedrock, paralithic, is 24 to 40 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is high. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

Urban land is land mostly covered by streets, parking lots, buildings, and other structures of urban areas.

27-Eddy clay loam, 3 to 8 percent slopes - This component is on ridges on dissected plains. The parent material consists of residuum weathered from Austin chalk. Depth to a root restrictive layer, bedrock, paralithic, is 3 to 15 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is low. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

29-Eddy-Whitewright-Urban land complex, 8 to 15 percent slopes – The Eddy component is on ridges on dissected plains. The parent material consists of residuum weathered from Austin chalk. Depth to a root restrictive layer, bedrock, paralithic, is 3 to 15 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is low. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

Urban land is land mostly covered by streets, parking lots, buildings, and other structures of urban areas.

Whitewright - Slopes are 8 to 15 percent. This component is on ridges on dissected plains. The parent material consists of residuum weathered from Austin chalk formation. Depth to a root restrictive layer, bedrock, paralithic, is 10 to 20 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is moderate. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

31-Eddy-Urban land complex, 1 to 4 percent slopes - The Eddy component makes up 65 percent of the map unit. Slopes are 1 to 4 percent. This component is on ridges on dissected plains. The parent material consists of residuum weathered from Austin chalk. Depth to a root restrictive layer, bedrock, paralithic, is 3 to 15 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is low. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

Urban land is land mostly covered by streets, parking lots, buildings, and other structures of urban areas.

32-Eddy-Urban land complex, 4 to 8 percent slopes - This component is on ridges on dissected plains. The parent material consists of residuum weathered from Austin chalk. Depth to a root restrictive layer, bedrock, paralithic, is 3 to 15 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is low. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

Urban land is land mostly covered by streets, parking lots, buildings, and other structures of urban areas.

45-Houston Black-Urban land complex, 0 to 4 percent slopes - This component is on circular gilgai on ridges on dissected plains. The parent material consists of residuum weathered from calcareous shale of Taylor Marl and Eagleford Shale. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well

drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is very high. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

Urban land is land mostly covered by streets, parking lots, buildings, and other structures of urban areas.

67-Stephen silty clay, 1 to 4 percent slopes - This component is on ridges on dissected plains. The parent material consists of calcareous clayey residuum weathered from chalk. Depth to a root restrictive layer, bedrock, paralithic, is 12 to 19 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is low. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

68-Stephen silty clay, 3 to 5 percent slopes - This component is on ridges on dissected plains. The parent material consists of residuum weathered from Austin chalk formation. Depth to a root restrictive layer, bedrock, paralithic, is 7 to 20 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is moderate. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

69-Stephen-Urban land complex, 1 to 4 percent slopes - The Stephen component makes up 60 percent of the map unit. This component is on ridges on dissected plains. The parent material consists of residuum weathered from Austin chalk formation. Depth to a root restrictive layer, bedrock, paralithic, is 7 to 20 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is moderate. This soil is not flooded or ponded. There is no zone of water saturation within a depth of 72 inches.

Urban land is land mostly covered by streets, parking lots, buildings, and other structures of urban areas.

75—Urban land - land mostly covered by streets, parking lots, buildings, and other structures of urban areas.

The soils within the project are not listed by the NRCS as hydric soils.

Surface Water Bodies

KBA performed a desktop review and field screening for wetlands and other "waters of the United States" (as defined by the Clean Water Act) for the project. "Waters of the U.S." are referred to herein as "jurisdictional" waters, as they are potentially subject to Federal regulation pursuant to Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899 under the jurisdiction of the U.S. Army Corps of Engineers (USACE). "Wetlands" are

potentially a subset of "waters of the U.S." and would therefore be subject to Federal regulation as well. The field screening was performed by Kirsten Ward of KBA on May 22, 2014.

The U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) maps depict surface waters, including both jurisdictional waters and other surface waters that may not be subject to federal or state jurisdiction (e.g., stock ponds). NWI maps were downloaded from the Texas Natural Resources Information System [TNRIS] (TNRIS 2010) and were reviewed for this project. In addition to reviewing NWI maps, KBA reviewed USGS topographic maps, stream layers, and aerial photography. The project crosses one intermittent stream, Old Hickory Branch. Old Hickory Branch was field-checked at the taxiway crossing and upstream and downstream of the crossing.

No NWI wetland features were located in or near the project.

Old Hickory Branch was observed at the project crossing location and appeared to be wooded along the stream banks. Plants commonly associated with wetlands were not observed in the area and, given the steepness of the banks in this area, forested wetlands were not observed. No other potential stream or wetland areas were observed throughout the remainder of the project.

Floodplains

FEMA Flood Insurance Rate Maps (FIRMs) maps were reviewed for Dallas County and the results are shown in Table 1.

Table 1. FEMA Designated Floodplains within the Project ROW.

FIRM Panel No.	Area of Project	Floodplain Present	Other Notes
48113C0480K	Old Hickory Branch, northern portion of airport	Yes	Zone AE and 1% Annual Flood Discharge contained in a culvert
48113C0470K	Old Hickory Branch, northwestern portion of airport	Yes	Zone AE and 1% Annual Flood Discharge contained in a culvert
48113C0490K	Remainder of airport	No	None

AE = Special Flood Hazard Areas Subject to Inundated by 1% Annual Chance Flood. Base flood elevations determined.

Wetlands

KBA performed a desktop evaluation and field screening for wetlands and other "waters of the United States" on May 22, 2014. The project Taxiway B crosses Old Hickory Branch. No adjacent wetlands were observed at the crossing. No other potential wetland areas were observed throughout the remainder of the project.

Potential Impacts

The project ROW crosses one intermittent stream channel, Old Hickory Branch. Old Hickory Branch has an OHWM of 10 feet at the proposed crossing. The crossing will be 100 feet wide and will contain Old Hickory Branch in concrete culverts. The total impacts to Old Hickory Branch will be 0.022 acres. Nationwide Permit 14 allows for impacts to streams without submittal of a Preconstruction Notification (PCN) if the impacts do not exceed 1/10 acre of stream impacts and do not impact special aquatic sites. The proposed impacts do not exceed the 1/10 acre threshold or involve special aquatic sites for a PCN. The project is still required to abide by the requirements of NWP 14, even though a PCN is not required.

We are requesting your concurrence with these findings and would appreciate your review and comments on the project. Please let us know if additional information would be helpful.

Sincerely yours,



Kirsten Ward
KBA EnviroScience, Ltd.



C. Keith Bradley, REP, CWB
KBA EnviroScience, Ltd.

Attachments

**Communication/Conversation Record
Joe Schwartz**

KBA Project No.: 14.017.08	Date: June 28, 2016
File Name: TXDOT Executive Airport	Time: 3pm
Person Contacted: Joseph Schelnut	City: Fort Worth
Representing: USACE	Tel. #: 817-886-1738
Subject: Permit requirement	

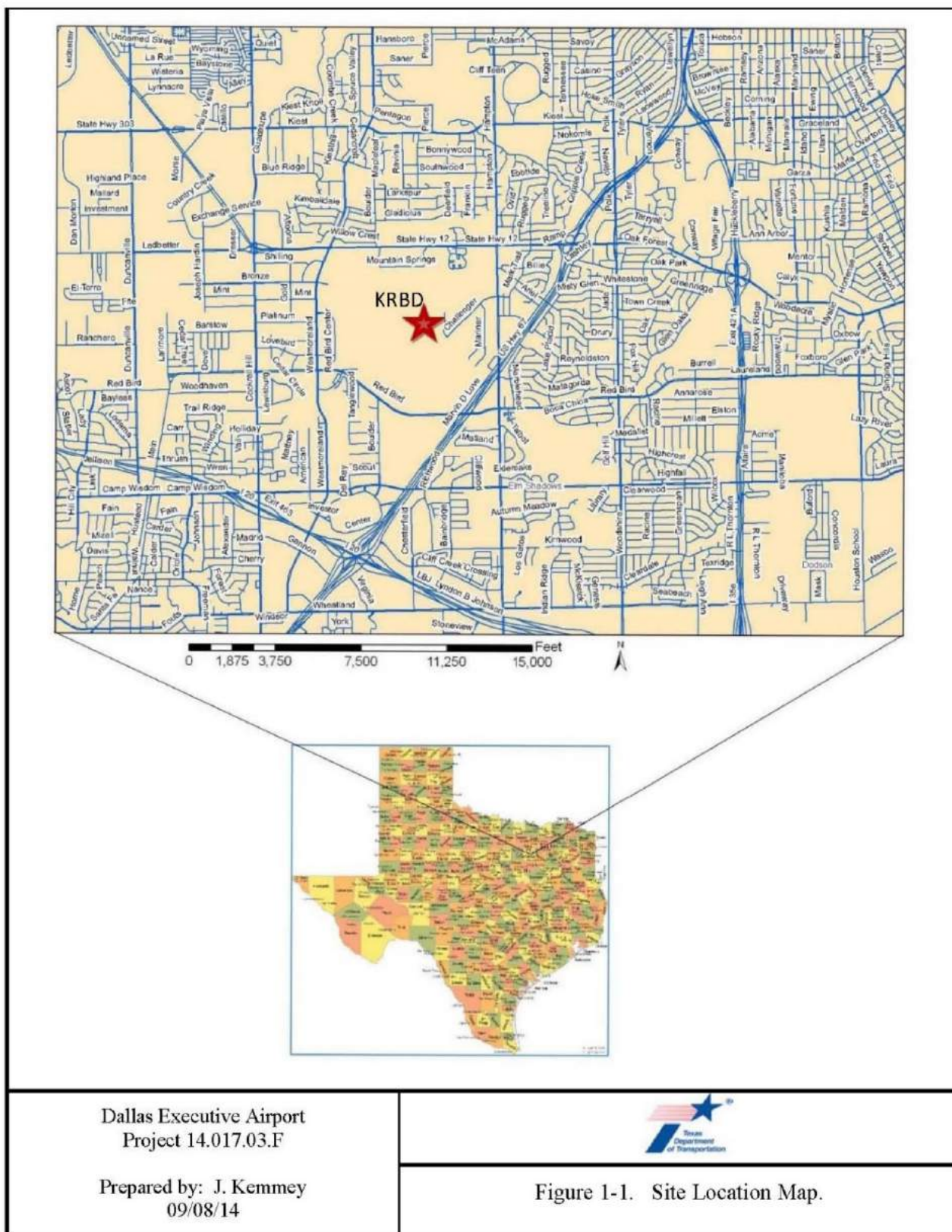
Record:

I contacted Joseph Schelnut at the USACE in response to an email we received regarding the letter we sent to the USACE seeking concurrence that the proposed project would be covered under NWP 14 but wouldn't require a PCN. Mr. Schelnut stated that the USACE does not write provide opinions on projects that do not have permit applications or do not require USACE action. He stated that the USACE would only evaluate the project if a permit application was submitted. They will not evaluate the need for a PCN.

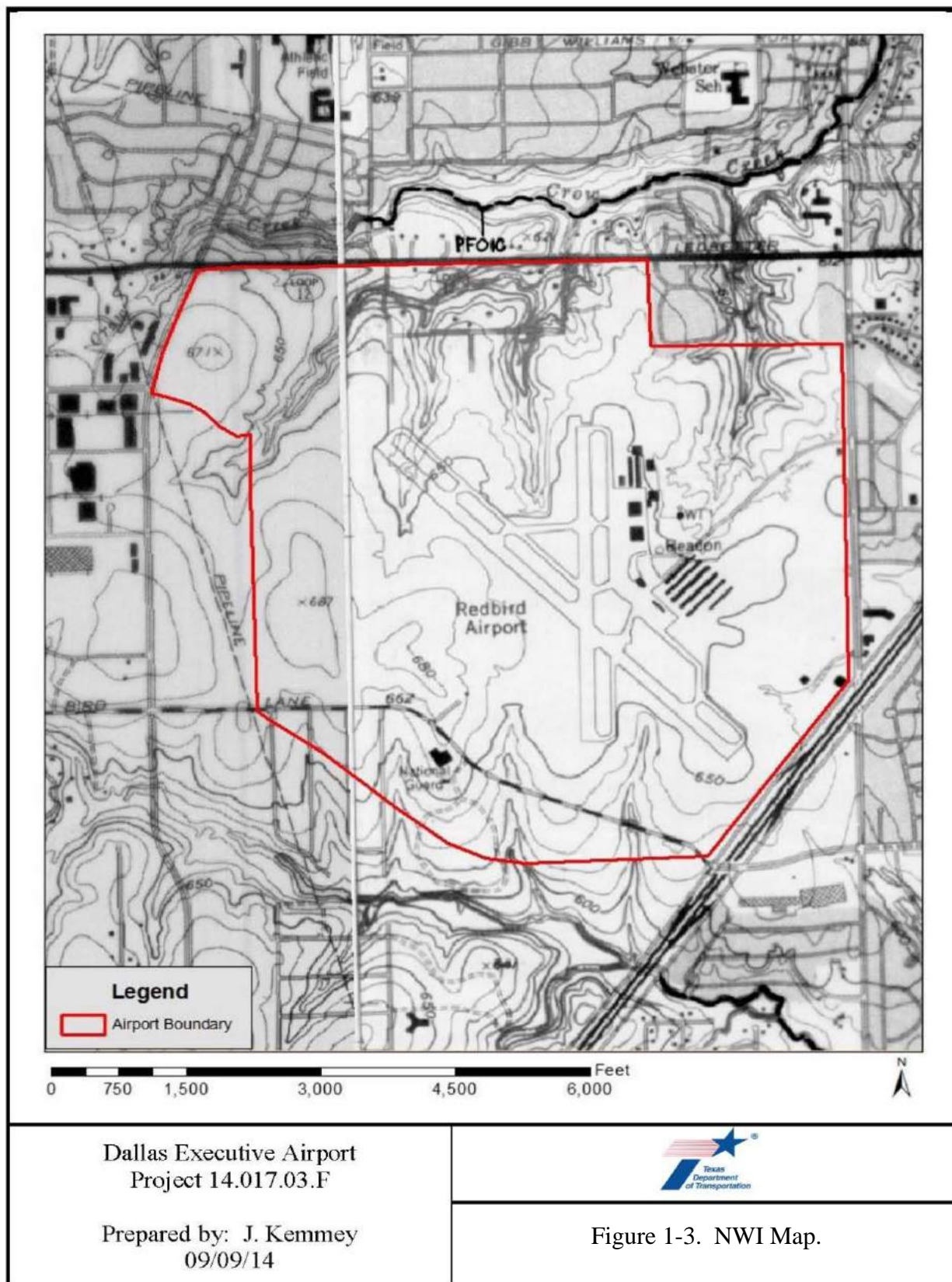
JS

ATTACHMENTS

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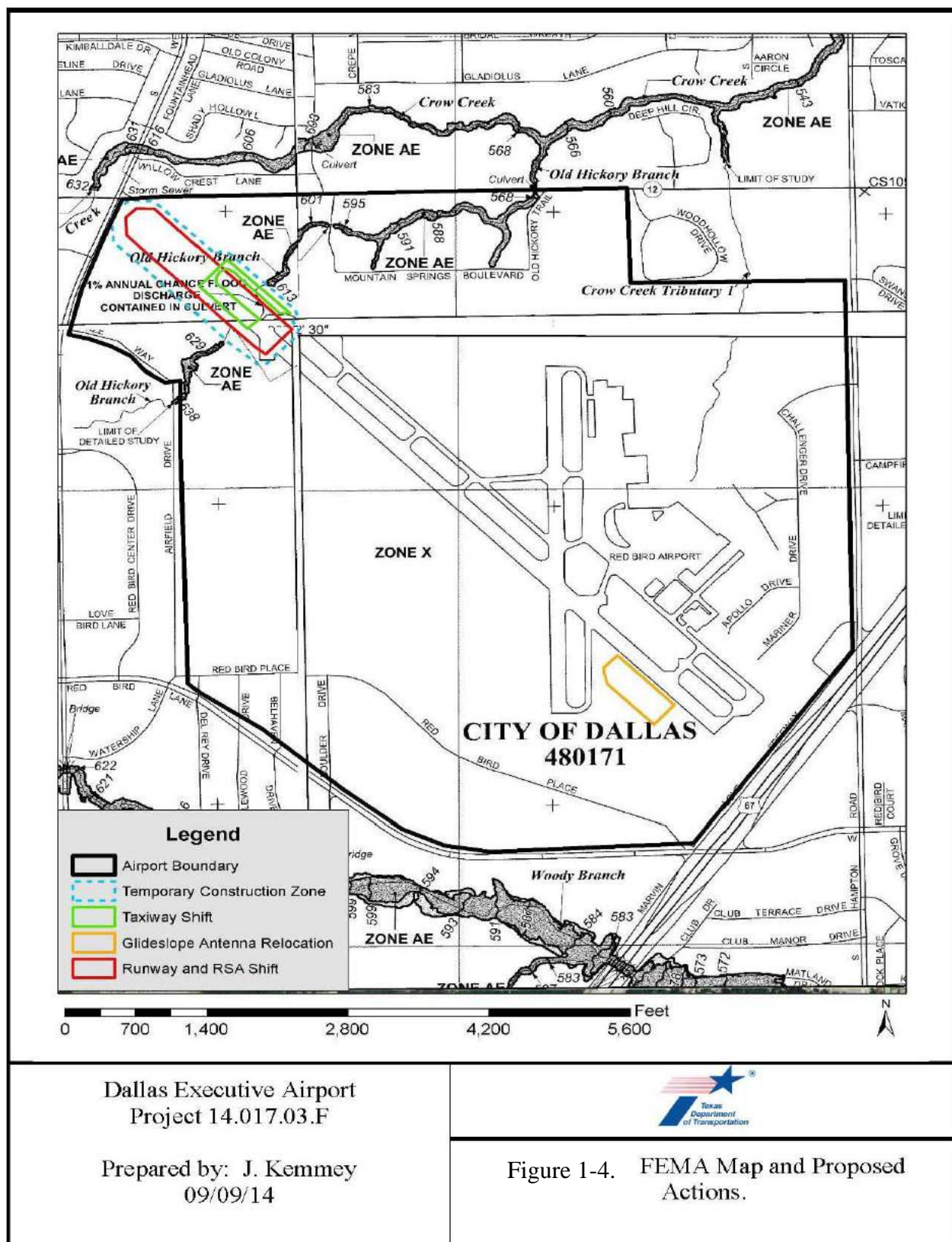




Photo 1. View facing northeast of the area where the glidescope antenna will be relocated.



Photo 2: View facing northwest of the location of the relocated glidescope antenna.



Photo 3: View of habitat in proposed runway safety area where the localizer antenna will be relocated for Runway 13.



Photo 4: View of intersection of Westmoreland Road and State Highway 12, facing northwest.



Photo 5. View of Old Hickory Branch facing downstream (north) before entering the culverts under the current RPZ



Photo 6. View of Old Hickory Branch discharging from the existing culverts, facing upstream (south).



3010 Gaylord Parkway
Suite 190
Frisco, TX 75034
TEL 972.377.7480
FAX 972.377.8380
www.GarverUSA.com

May 3, 2016

Phil Erwin
City of Dallas
Chief Arborist
320 E. Jefferson Blvd., Room 105
Dallas, TX 75203

Re: Dallas Executive Airport
Runway 13 and Taxiway Bravo Extension
Tree Clearing Request for Approval

Dear Mr. Erwin:

We are assisting the City of Dallas Department of Aviation, TxDOT Aviation, and the FAA regarding the environmental assessment for the Runway 13 and Taxiway Bravo Extension project at Dallas Executive Airport. The proposed project consists of the following:

1. Extending Runway 13 and Taxiway Bravo 685 feet to the northwest.
2. Relocating various FAA navigational equipment and infrastructure.
3. Regrading the navigational equipment critical and safety areas on both ends of the runway
4. Extending the Old Hickory Branch drainage box culverts underneath the runway for the Taxiway Bravo extension.
5. Potential relocation of the existing 36-inch water line outside the runway pavement area.

As shown in Exhibit EX-B, the paving, drainage and grading work required on the Runway 13 end of the runway will require the removal of approximately 16.5 acres of trees. This tree removal is necessary to meet the FAA requirements regarding the Runway Object Free Area (ROFA). FAA Advisory Circular 150/5300-13A states the following regarding the ROFA:

"The ROFA clearing standard requires clearing the ROFA of above-ground objects protruding above the nearest point of the RSA. For new runways, terrain should not protrude above the nearest point of the RSA within a distance from the edge of the RSA equal to one-half the most demanding wingspan of the RDC of the runway.....Objects non-essential for air navigation or aircraft ground maneuvering purposes must not be placed in the ROFA. This includes parked aircraft and agricultural operations."

As shown in Exhibit EX-C, the proposed relocation of the Runway 31 glideslope antenna will require the removal of approximately 0.90 acres of trees on the Runway 31 end to satisfy the FAA glideslope critical area requirements. The glideslope critical area requirements are similar to the ROFA requirements. A total of approximately 17.4 acres of trees will need to be removed for the entire project to satisfy these requirements.

As shown in Figures 1 and 2, the existing trees located within the Runway 13 end project area vary in type. Upon completion of tree removal operations, we propose to provide a visual screen of low growth height trees / shrubbery that meets the airport's wildlife hazard assessment requirements along the existing gravel airport perimeter road that is aligned parallel to Westmoreland and Ledbetter Drive.



Figure 1: Runway 13 Tree Clearing



Figure 2: Old Hickory Creek Drainage Box Culverts Outfall

As shown in Figure 3, the trees located within the Runway 31 glideslope critical area also vary in type and size.



Figure 3: Runway 31 Glideslope Critical Area Tree Clearing

During construction we will follow the requirements listed in City of Dallas code Article X, Section 51A-10.136. We are requesting a special exception in Article X, Section 51A-10.110.(a), based on Article X, Section 51A-10.140.(b) to clear these trees to satisfy FAA air navigational and safety compliance requirements.

Thanks again for the coordination with this project. Please let me know if you have any questions.

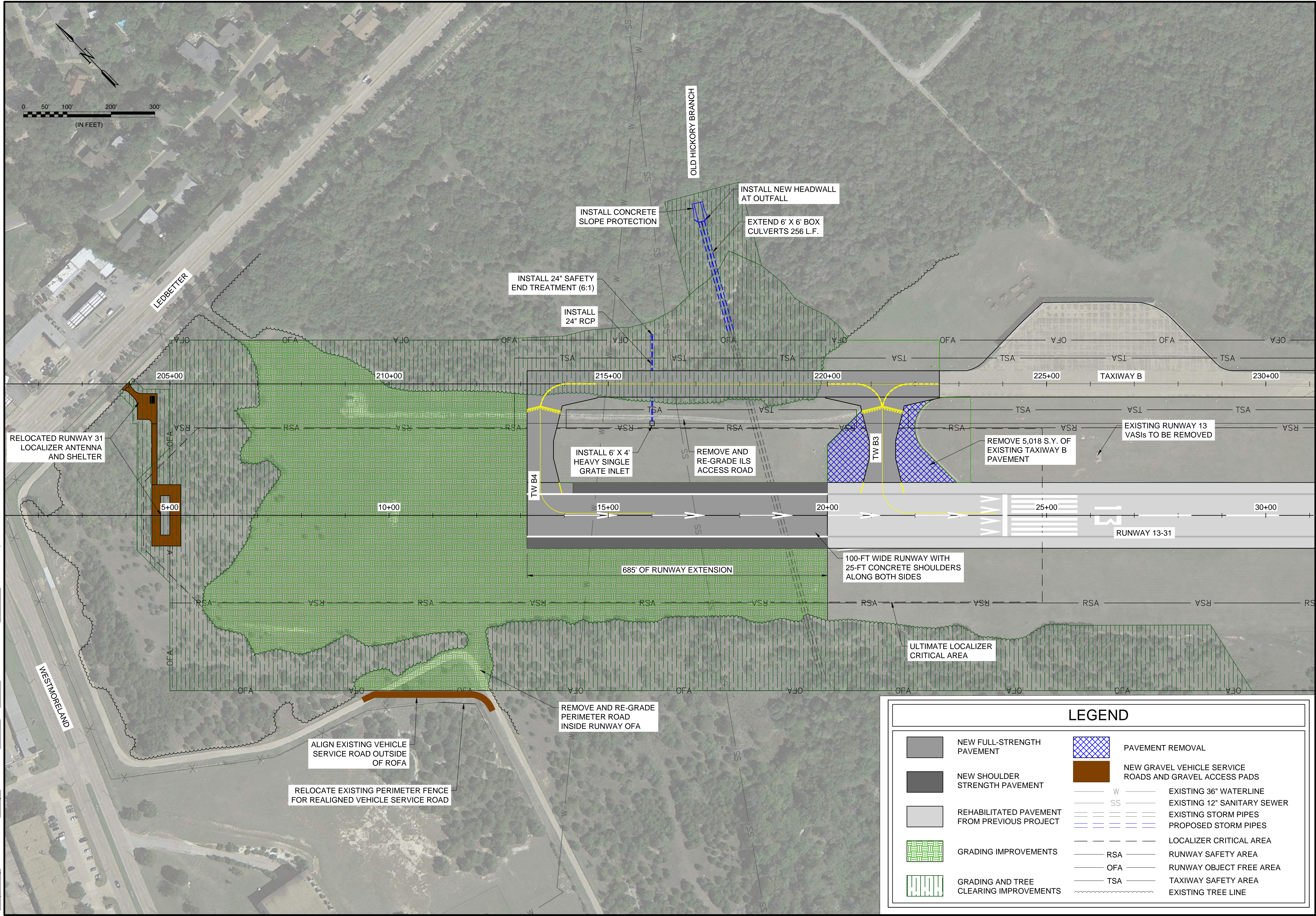
Sincerely,
GARVER

Handwritten signature of Mitchell McAnally in blue ink.

Mitchell McAnally, P.E.
Project Manager

Attachments: Ex-B Runway 13 End Project Layout
 Runway 13 Grading Typical Section
 Ex-C Runway 31 End Project Layout
 Runway 31 Grading Typical Section

File: K:\2016\15081113 - RBD Rwy 13 and TWV B Extension\Drawings\DWG\EXT-EX B.dwg Last Save: 4/26/2016 9:18 AM Last saved by: Sandrewns
Last plotted by: Andrews, Sara C. Plot Style: AECOnono.ctb Plot Scale: 1" = 100' Plot Date: 4/26/2016 10:34 AM Plotter used: DWG To PDF.pc3



REGISTRATION NO.
F-5713

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IT IS NOT TO BE USED FOR
CONSTRUCTION, BIDDING, OR PERMIT
PURPOSES.

REV.	DATE	DESCRIPTION	BY

DALLAS EXECUTIVE AIRPORT
DALLAS, TEXAS

RUNWAY 13 AND
TAXIWAY BRAVO EXTENSION

RUNWAY 13 END
IMPROVEMENTS

JOB NO.: 15081113
DATE: MAY, 2016
DESIGNED BY: SCA
DRAWN BY: SCA

BAR IS ONE INCH ON
ORIGINAL DRAWING
1"
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY.

DRAWING NUMBER
EX-B

SHEET
NUMBER **1**

NEW FULL-STRENGTH PAVEMENT

NEW SHOULDER STRENGTH PAVEMENT

REHABILITATED PAVEMENT FROM PREVIOUS PROJECT

GRADING IMPROVEMENTS

GRADING AND TREE CLEARING IMPROVEMENTS

PAVEMENT REMOVAL

NEW GRAVEL VEHICLE SERVICE ROADS AND GRAVEL ACCESS PADS

W

EXISTING 36" WATERLINE

SS

EXISTING 12" SANITARY SEWER

EXISTING STORM PIPES

PROPOSED STORM PIPES

LOCALIZER CRITICAL AREA

RSA

RUNWAY SAFETY AREA

OFA

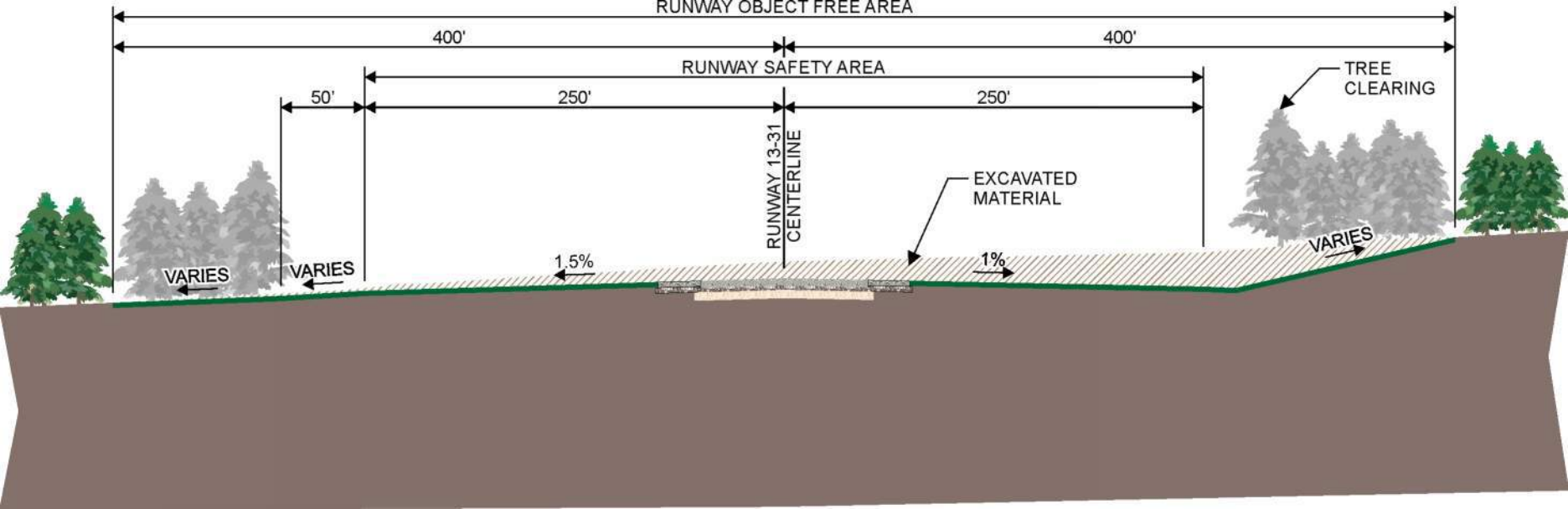
RUNWAY OBJECT FREE AREA

TSA

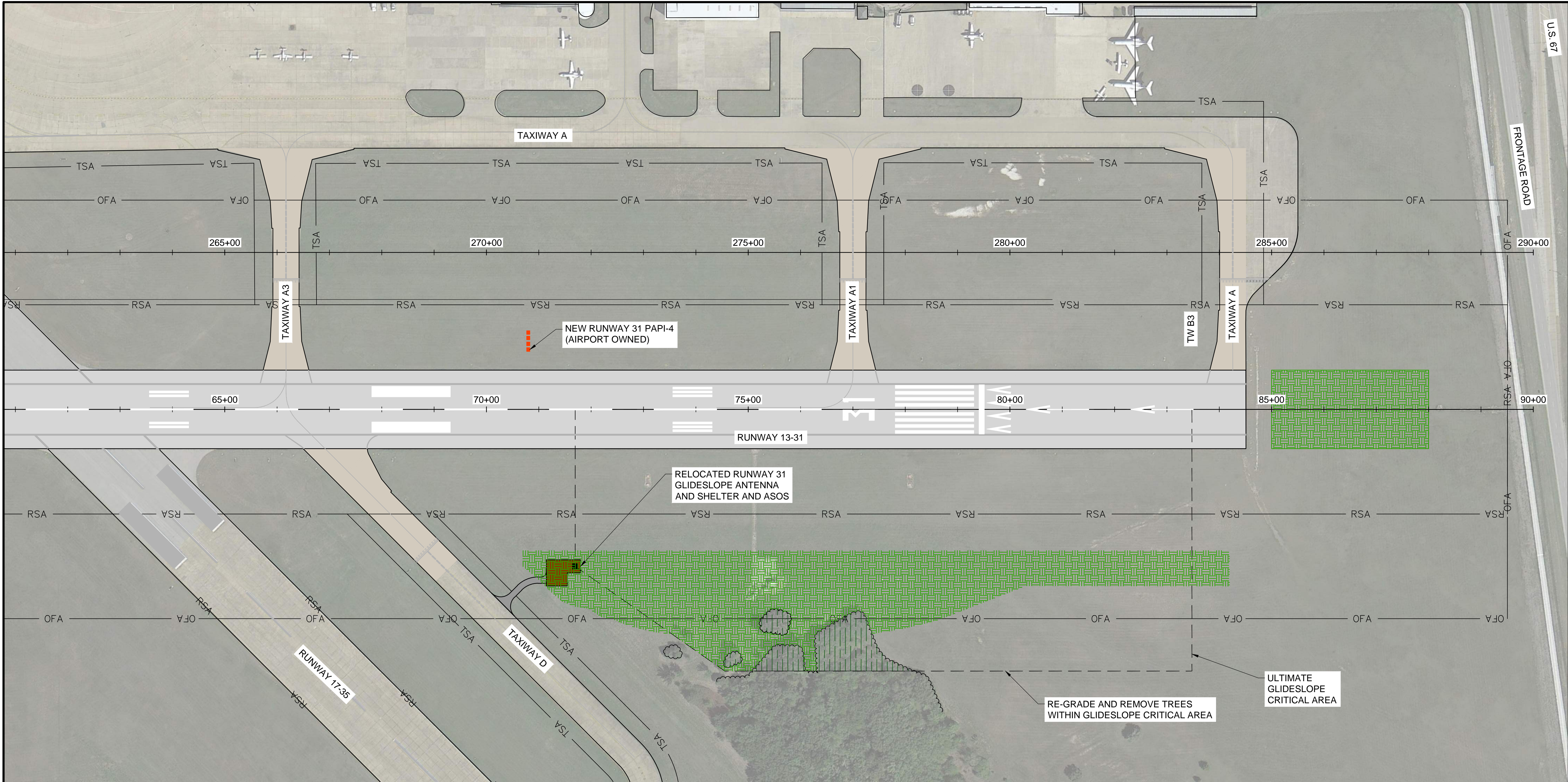
TAXIWAY SAFETY AREA

EXISTING TREE LINE

LEGEND

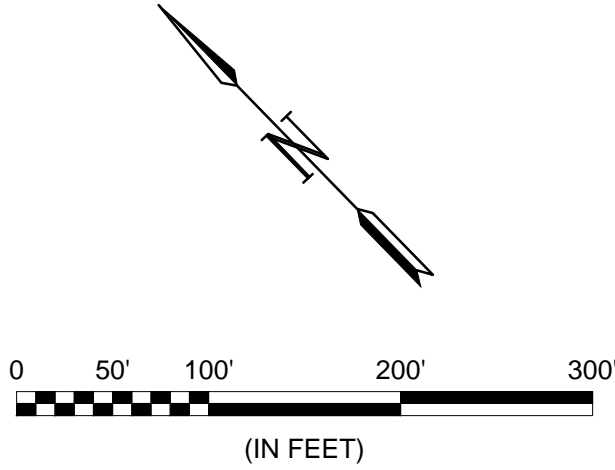



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Last plotted by: Henderson, James, A Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/26/2016 9:27 AM Plotter used: DWG To PDF.pc3



LEGEND

- NEW GRAVEL VEHICLE SERVICE ROADS AND GRAVEL ACCESS PADS
- GRADING IMPROVEMENTS
- GRADING AND TREE CLEARING IMPROVEMENTS
- REHABILITATED PAVEMENT FROM PREVIOUS PROJECT
- GLIDE SLOPE CRITICAL AREA
- RSA RUNWAY SAFETY AREA
- OFA RUNWAY OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- EXISTING TREE LINE





REGISTRATION NO.
F-5713

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REV.	DATE	DESCRIPTION	BY

DALLAS EXECUTIVE AIRPORT
DALLAS, TEXAS

RUNWAY 13 AND TAXIWAY BRAVO EXTENSION

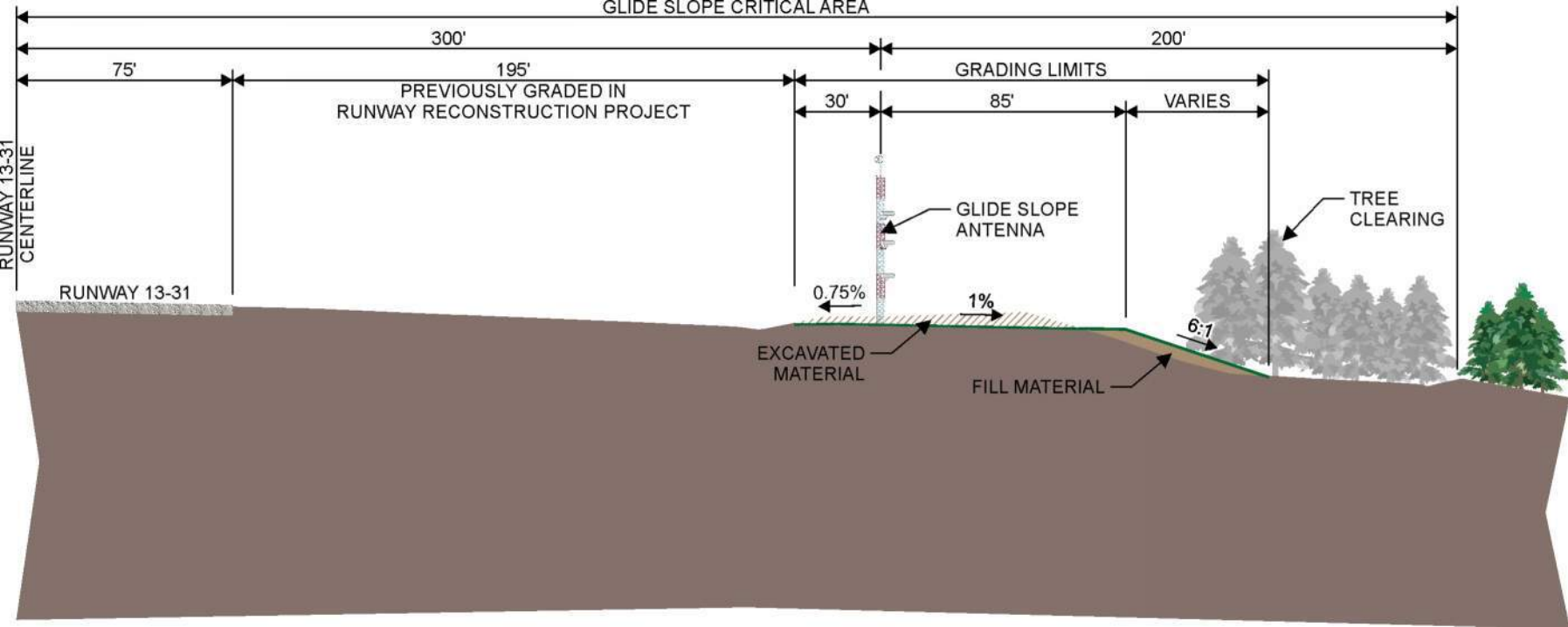
RUNWAY 31 END IMPROVEMENTS

JOB NO.: 15081113
DATE: MAY, 2016
DESIGNED BY: SCA
DRAWN BY: SCA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
EX-C

SHEET NUMBER
1



Appendix D
AEDT 2B Air Emission Data

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6685	-96.8832	0	1	6.82E-22	8-HR	2ND
32.66849998	-96.88122561	0	1	2.81E-22	8-HR	2ND
32.66849994	-96.87925122	0	1	1.35E-22	8-HR	2ND
32.66849986	-96.87727683	0	1	6.03E-23	8-HR	2ND
32.66849975	-96.87530244	0	1	5.67E-22	8-HR	2ND
32.66849961	-96.87332805	0	1	8.97E-22	8-HR	2ND
32.66849944	-96.87135366	0	1	2.13E-21	8-HR	2ND
32.66849924	-96.86937927	0	1	3.19E-23	8-HR	2ND
32.66849901	-96.86740488	0	1	2.18E-25	8-HR	2ND
32.66849874	-96.86543049	0	-1	0	8-HR	2ND
32.66849845	-96.8634561	0	-1	0	8-HR	2ND
32.66849812	-96.86148171	0	-1	0	8-HR	2ND
32.66849776	-96.85950732	0	-1	0	8-HR	2ND
32.66849738	-96.85753293	0	-1	0	8-HR	2ND
32.66849696	-96.85555854	0	-1	0	8-HR	2ND
32.66849651	-96.85358415	0	-1	0	8-HR	2ND
32.66849602	-96.85160976	0	-1	0	8-HR	2ND
32.66849551	-96.84963537	0	-1	0	8-HR	2ND
32.66849497	-96.84766098	0	-1	0	8-HR	2ND
32.66849439	-96.84568659	0	-1	0	8-HR	2ND
32.67016999	-96.8832	0	1	1.02E-21	8-HR	2ND
32.67016998	-96.88122557	0	1	9.41E-22	8-HR	2ND
32.67016993	-96.87925115	0	2	6.32E-21	8-HR	2ND
32.67016985	-96.87727672	0	2	3.76E-19	8-HR	2ND
32.67016975	-96.87530229	0	2	3.36E-18	8-HR	2ND
32.67016961	-96.87332787	0	3	1.01E-16	8-HR	2ND
32.67016944	-96.87135344	0	2	7.12E-17	8-HR	2ND
32.67016923	-96.86937901	0	2	6.00E-17	8-HR	2ND
32.670169	-96.86740459	0	2	5.23E-19	8-HR	2ND
32.67016874	-96.86543016	0	-1	0	8-HR	2ND
32.67016844	-96.86345573	0	-1	0	8-HR	2ND
32.67016812	-96.86148131	0	-1	0	8-HR	2ND
32.67016776	-96.85950688	0	-1	0	8-HR	2ND
32.67016737	-96.85753245	0	1	4.21E-22	8-HR	2ND
32.67016695	-96.85555803	0	1	4.80E-22	8-HR	2ND
32.6701665	-96.8535836	0	1	8.87E-25	8-HR	2ND
32.67016602	-96.85160917	0	-1	0	8-HR	2ND
32.67016551	-96.84963475	0	-1	0	8-HR	2ND
32.67016496	-96.84766032	0	-1	0	8-HR	2ND
32.67016439	-96.84568589	0	-1	0	8-HR	2ND
32.67183999	-96.8832	0	2	2.31E-20	8-HR	2ND
32.67183997	-96.88122554	0	2	3.87E-19	8-HR	2ND
32.67183993	-96.87925107	0	2	2.99E-17	8-HR	2ND
32.67183985	-96.87727661	0	3	6.24E-16	8-HR	2ND
32.67183974	-96.87530215	0	3	4.05E-14	8-HR	2ND
32.6718396	-96.87332768	0	3	2.63E-13	8-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67183943	-96.87135322	0	4	5.95E-12	8-HR	2ND
32.67183923	-96.86937876	0	3	1.09E-12	8-HR	2ND
32.67183899	-96.86740429	0	3	1.02E-13	8-HR	2ND
32.67183873	-96.86542983	0	-1	0	8-HR	2ND
32.67183844	-96.86345537	0	-1	0	8-HR	2ND
32.67183811	-96.8614809	0	3	1.60E-15	8-HR	2ND
32.67183775	-96.85950644	0	3	1.95E-13	8-HR	2ND
32.67183736	-96.85753198	0	2	7.82E-17	8-HR	2ND
32.67183694	-96.85555751	0	2	5.30E-18	8-HR	2ND
32.67183649	-96.85358305	0	2	2.46E-19	8-HR	2ND
32.67183601	-96.85160859	0	1	6.96E-24	8-HR	2ND
32.6718355	-96.84963412	0	-1	0	8-HR	2ND
32.67183496	-96.84765966	0	-1	0	8-HR	2ND
32.67183438	-96.8456852	0	0	3.31E-28	8-HR	2ND
32.67350998	-96.8832	0	2	8.47E-18	8-HR	2ND
32.67350997	-96.8812255	0	3	6.53E-16	8-HR	2ND
32.67350992	-96.879251	0	3	1.41E-14	8-HR	2ND
32.67350984	-96.8772765	0	3	1.44E-12	8-HR	2ND
32.67350973	-96.875302	0	4	2.59E-11	8-HR	2ND
32.67350959	-96.8733275	0	4	1.38E-09	8-HR	2ND
32.67350942	-96.871353	0	4	5.41E-09	8-HR	2ND
32.67350922	-96.8693785	0	4	6.84E-08	8-HR	2ND
32.67350899	-96.867404	0	4	7.29E-09	8-HR	2ND
32.67350873	-96.8654295	0	-1	0	8-HR	2ND
32.67350843	-96.863455	0	5	1.34E-06	8-HR	2ND
32.6735081	-96.8614805	0	5	0.000124126	8-HR	2ND
32.67350775	-96.859506	0	4	2.58E-08	8-HR	2ND
32.67350736	-96.8575315	0	3	4.68E-13	8-HR	2ND
32.67350694	-96.855557	0	3	6.73E-15	8-HR	2ND
32.67350649	-96.8535825	0	3	4.12E-16	8-HR	2ND
32.67350601	-96.851608	0	2	2.53E-20	8-HR	2ND
32.67350549	-96.8496335	0	-1	0	8-HR	2ND
32.67350495	-96.847659	0	0	1.00E-27	8-HR	2ND
32.67350438	-96.8456845	0	0	1.83E-26	8-HR	2ND
32.67517998	-96.8832	0	3	6.14E-15	8-HR	2ND
32.67517996	-96.88122546	0	3	1.50E-13	8-HR	2ND
32.67517992	-96.87925093	0	4	1.45E-11	8-HR	2ND
32.67517984	-96.87727639	0	4	3.93E-10	8-HR	2ND
32.67517973	-96.87530185	0	4	1.91E-08	8-HR	2ND
32.67517959	-96.87332732	0	5	2.35E-07	8-HR	2ND
32.67517942	-96.87135278	0	5	9.36E-06	8-HR	2ND
32.67517922	-96.86937824	0	5	2.53E-05	8-HR	2ND
32.67517898	-96.8674037	0	5	0.000127407	8-HR	2ND
32.67517872	-96.86542917	0	5	3.75E-05	8-HR	2ND
32.67517842	-96.86345463	0	6	0.00435996	8-HR	2ND
32.6751781	-96.86148009	0	6	0.00470746	8-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67517774	-96.85950556	0	5	3.98E-06	8-HR	2ND
32.67517735	-96.85753102	0	4	5.38E-10	8-HR	2ND
32.67517693	-96.85555648	0	4	5.07E-12	8-HR	2ND
32.67517648	-96.85358195	0	3	5.33E-14	8-HR	2ND
32.675176	-96.85160741	0	2	9.16E-18	8-HR	2ND
32.67517549	-96.84963287	0	1	1.58E-24	8-HR	2ND
32.67517495	-96.84765834	0	1	9.19E-26	8-HR	2ND
32.67517437	-96.8456838	0	1	4.21E-25	8-HR	2ND
32.67684997	-96.8832	0	3	8.95E-13	8-HR	2ND
32.67684996	-96.88122543	0	4	7.18E-11	8-HR	2ND
32.67684991	-96.87925085	0	4	2.27E-09	8-HR	2ND
32.67684983	-96.87727628	0	4	8.18E-08	8-HR	2ND
32.67684972	-96.87530171	0	5	1.59E-06	8-HR	2ND
32.67684958	-96.87332713	0	5	4.50E-05	8-HR	2ND
32.67684941	-96.87135256	0	5	0.000355731	8-HR	2ND
32.67684921	-96.86937798	0	6	0.00995297	8-HR	2ND
32.67684898	-96.86740341	0	6	0.351246	8-HR	2ND
32.67684871	-96.86542884	0	6	0.0198248	8-HR	2ND
32.67684842	-96.86345426	0	6	0.278864	8-HR	2ND
32.67684809	-96.86147969	0	6	0.0265114	8-HR	2ND
32.67684774	-96.85950512	0	5	6.36E-05	8-HR	2ND
32.67684735	-96.85753054	0	4	2.45E-08	8-HR	2ND
32.67684693	-96.85555597	0	4	2.51E-10	8-HR	2ND
32.67684648	-96.8535814	0	3	1.61E-12	8-HR	2ND
32.676846	-96.85160682	0	3	5.23E-16	8-HR	2ND
32.67684548	-96.84963225	0	1	4.33E-22	8-HR	2ND
32.67684494	-96.84765768	0	1	1.25E-23	8-HR	2ND
32.67684437	-96.8456831	0	1	1.23E-23	8-HR	2ND
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32.67851995	-96.88122539	0	4	7.34E-09	8-HR	2ND
32.6785199	-96.87925078	0	5	2.06E-07	8-HR	2ND
32.67851983	-96.87727617	0	5	4.55E-06	8-HR	2ND
32.67851972	-96.87530156	0	5	8.19E-05	8-HR	2ND
32.67851958	-96.87332695	0	5	0.00083773	8-HR	2ND
32.67851941	-96.87135234	0	6	0.0131394	8-HR	2ND
32.67851921	-96.86937773	0	6	0.0512546	8-HR	2ND
32.67851897	-96.86740312	0	6	0.461445	8-HR	2ND
32.67851871	-96.86542851	0	6	0.209976	8-HR	2ND
32.67851841	-96.8634539	0	6	0.232986	8-HR	2ND
32.67851809	-96.86147929	0	6	0.0310301	8-HR	2ND
32.67851773	-96.85950468	0	5	0.000228477	8-HR	2ND
32.67851734	-96.85753007	0	5	3.04E-07	8-HR	2ND
32.67851692	-96.85555546	0	4	2.90E-09	8-HR	2ND
32.67851647	-96.85358085	0	4	1.95E-11	8-HR	2ND
32.67851599	-96.85160624	0	3	9.24E-15	8-HR	2ND
32.67851548	-96.84963163	0	2	3.17E-20	8-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67851493	-96.84765702	0	1	7.33E-22	8-HR	2ND
32.67851436	-96.84568241	0	1	1.45E-22	8-HR	2ND
32.68018996	-96.8832	0	4	9.85E-09	8-HR	2ND
32.68018995	-96.88122535	0	5	3.86E-07	8-HR	2ND
32.6801899	-96.87925071	0	5	8.70E-06	8-HR	2ND
32.68018982	-96.87727606	0	5	0.000114987	8-HR	2ND
32.68018971	-96.87530141	0	5	0.00108818	8-HR	2ND
32.68018957	-96.87332676	0	6	0.0099906	8-HR	2ND
32.6801894	-96.87135212	0	6	0.0227612	8-HR	2ND
32.6801892	-96.86937747	0	6	0.0600375	8-HR	2ND
32.68018897	-96.86740282	0	6	0.706499	8-HR	2ND
32.6801887	-96.86542818	0	6	0.216309	8-HR	2ND
32.68018841	-96.86345353	0	6	0.162031	8-HR	2ND
32.68018808	-96.86147888	0	6	0.0262086	8-HR	2ND
32.68018772	-96.85950424	0	5	0.000438722	8-HR	2ND
32.68018734	-96.85752959	0	5	1.55E-06	8-HR	2ND
32.68018692	-96.85555494	0	4	1.51E-08	8-HR	2ND
32.68018647	-96.85358029	0	4	1.30E-10	8-HR	2ND
32.68018598	-96.85160565	0	3	7.82E-14	8-HR	2ND
32.68018547	-96.849631	0	2	9.88E-19	8-HR	2ND
32.68018493	-96.84765635	0	2	2.00E-20	8-HR	2ND
32.68018435	-96.84568171	0	1	5.54E-22	8-HR	2ND
32.68185996	-96.8832	0	5	6.04E-07	8-HR	2ND
32.68185994	-96.88122532	0	5	1.39E-05	8-HR	2ND
32.68185989	-96.87925063	0	5	0.000144365	8-HR	2ND
32.68185982	-96.87727595	0	5	0.00113708	8-HR	2ND
32.68185971	-96.87530126	0	6	0.00824126	8-HR	2ND
32.68185957	-96.87332658	0	6	0.014293	8-HR	2ND
32.6818594	-96.8713519	0	6	0.024354	8-HR	2ND
32.68185919	-96.86937721	0	6	0.152652	8-HR	2ND
32.68185896	-96.86740253	0	6	0.73446	8-HR	2ND
32.6818587	-96.86542785	0	6	0.188812	8-HR	2ND
32.6818584	-96.86345316	0	6	0.120918	8-HR	2ND
32.68185808	-96.86147848	0	6	0.0213486	8-HR	2ND
32.68185772	-96.85950379	0	5	0.000621924	8-HR	2ND
32.68185733	-96.85752911	0	5	4.74E-06	8-HR	2ND
32.68185691	-96.85555443	0	4	4.96E-08	8-HR	2ND
32.68185646	-96.85357974	0	4	5.60E-10	8-HR	2ND
32.68185598	-96.85160506	0	3	3.81E-13	8-HR	2ND
32.68185547	-96.84963038	0	2	1.62E-17	8-HR	2ND
32.68185492	-96.84765569	0	2	3.07E-19	8-HR	2ND
32.68185435	-96.84568101	0	1	1.85E-21	8-HR	2ND
32.68352995	-96.8832	0	5	1.83E-05	8-HR	2ND
32.68352993	-96.88122528	0	5	0.000167661	8-HR	2ND
32.68352989	-96.87925056	0	5	0.0011244	8-HR	2ND
32.68352981	-96.87727584	0	6	0.00681963	8-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6835297	-96.87530112	0	6	0.0101371	8-HR	2ND
32.68352956	-96.8733264	0	6	0.0153842	8-HR	2ND
32.68352939	-96.87135168	0	6	0.242001	8-HR	2ND
32.68352919	-96.86937696	0	6	0.155669	8-HR	2ND
32.68352896	-96.86740224	0	6	0.715232	8-HR	2ND
32.68352869	-96.86542752	0	6	0.177568	8-HR	2ND
32.6835284	-96.86345279	0	6	0.0970582	8-HR	2ND
32.68352807	-96.86147807	0	6	0.0178625	8-HR	2ND
32.68352771	-96.85950335	0	5	0.000761853	8-HR	2ND
32.68352732	-96.85752863	0	5	1.06E-05	8-HR	2ND
32.68352691	-96.85555391	0	5	1.23E-07	8-HR	2ND
32.68352646	-96.85357919	0	4	1.78E-09	8-HR	2ND
32.68352597	-96.85160447	0	3	1.18E-12	8-HR	2ND
32.68352546	-96.84962975	0	3	1.63E-16	8-HR	2ND
32.68352492	-96.84765503	0	2	3.04E-18	8-HR	2ND
32.68352434	-96.84568031	0	2	1.35E-20	8-HR	2ND
32.68519994	-96.8832	0	5	0.000158129	8-HR	2ND
32.68519993	-96.88122524	0	5	0.00101215	8-HR	2ND
32.68519988	-96.87925049	0	6	0.00559482	8-HR	2ND
32.6851998	-96.87727573	0	6	0.00759891	8-HR	2ND
32.6851997	-96.87530097	0	6	0.0111064	8-HR	2ND
32.68519956	-96.87332621	0	6	0.224141	8-HR	2ND
32.68519939	-96.87135146	0	6	0.190211	8-HR	2ND
32.68519918	-96.8693767	0	6	0.15099	8-HR	2ND
32.68519895	-96.86740194	0	6	0.662479	8-HR	2ND
32.68519869	-96.86542718	0	6	0.174036	8-HR	2ND
32.68519839	-96.86345243	0	6	0.0833344	8-HR	2ND
32.68519806	-96.86147767	0	6	0.0151885	8-HR	2ND
32.68519771	-96.85950291	0	5	0.000867818	8-HR	2ND
32.68519732	-96.85752816	0	5	2.01E-05	8-HR	2ND
32.6851969	-96.8555534	0	5	2.51E-07	8-HR	2ND
32.68519645	-96.85357864	0	4	4.48E-09	8-HR	2ND
32.68519597	-96.85160388	0	3	2.37E-12	8-HR	2ND
32.68519546	-96.84962913	0	3	1.11E-15	8-HR	2ND
32.68519491	-96.84765437	0	2	2.14E-17	8-HR	2ND
32.68519434	-96.84567961	0	2	9.85E-20	8-HR	2ND
32.68686994	-96.8832	0	5	0.000833463	8-HR	2ND
32.68686992	-96.88122521	0	6	0.00437807	8-HR	2ND
32.68686988	-96.87925041	0	6	0.00585924	8-HR	2ND
32.6868698	-96.87727562	0	6	0.0175293	8-HR	2ND
32.68686969	-96.87530082	0	6	0.262143	8-HR	2ND
32.68686955	-96.87332603	0	6	0.189075	8-HR	2ND
32.68686938	-96.87135124	0	6	0.131845	8-HR	2ND
32.68686918	-96.86937644	0	6	0.153153	8-HR	2ND
32.68686894	-96.86740165	0	6	0.795713	8-HR	2ND
32.68686868	-96.86542685	0	6	0.172708	8-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68686839	-96.86345206	0	6	0.0754713	8-HR	2ND
32.68686806	-96.86147727	0	6	0.0131085	8-HR	2ND
32.6868677	-96.85950247	0	5	0.000953869	8-HR	2ND
32.68686731	-96.85752768	0	5	3.34E-05	8-HR	2ND
32.68686689	-96.85555288	0	5	4.46E-07	8-HR	2ND
32.68686644	-96.85357809	0	4	9.53E-09	8-HR	2ND
32.68686596	-96.8516033	0	4	5.33E-12	8-HR	2ND
32.68686545	-96.8496285	0	3	5.57E-15	8-HR	2ND
32.68686491	-96.84765371	0	3	1.13E-16	8-HR	2ND
32.68686433	-96.84567892	0	2	5.69E-19	8-HR	2ND
32.68853993	-96.8832	0	5	0.0033942	8-HR	2ND
32.68853992	-96.88122517	0	6	0.0045911	8-HR	2ND
32.68853987	-96.87925034	0	6	0.0165501	8-HR	2ND
32.68853979	-96.87727551	0	6	0.0750218	8-HR	2ND
32.68853968	-96.87530068	0	6	0.239199	8-HR	2ND
32.68853954	-96.87332585	0	6	0.132621	8-HR	2ND
32.68853937	-96.87135102	0	6	0.107006	8-HR	2ND
32.68853917	-96.86937618	0	6	0.155788	8-HR	2ND
32.68853894	-96.86740135	0	6	0.547225	8-HR	2ND
32.68853867	-96.86542652	0	6	0.173853	8-HR	2ND
32.68853838	-96.86345169	0	6	0.0696763	8-HR	2ND
32.68853805	-96.86147686	0	6	0.0114107	8-HR	2ND
32.6885377	-96.85950203	0	5	0.00100593	8-HR	2ND
32.68853731	-96.8575272	0	5	4.94E-05	8-HR	2ND
32.68853689	-96.85555237	0	5	7.14E-07	8-HR	2ND
32.68853644	-96.85357754	0	4	1.79E-08	8-HR	2ND
32.68853596	-96.85160271	0	4	1.40E-11	8-HR	2ND
32.68853544	-96.84962788	0	3	2.22E-14	8-HR	2ND
32.6885349	-96.84765305	0	3	4.60E-16	8-HR	2ND
32.68853433	-96.84567822	0	2	2.91E-18	8-HR	2ND
32.69020993	-96.8832	0	5	0.00363476	8-HR	2ND
32.69020991	-96.88122513	0	6	0.0054306	8-HR	2ND
32.69020987	-96.87925026	0	6	0.0343057	8-HR	2ND
32.69020979	-96.8772754	0	6	0.136522	8-HR	2ND
32.69020968	-96.87530053	0	6	0.171183	8-HR	2ND
32.69020954	-96.87332566	0	6	0.101854	8-HR	2ND
32.69020937	-96.87135079	0	6	0.0941202	8-HR	2ND
32.69020917	-96.86937593	0	6	0.156279	8-HR	2ND
32.69020893	-96.86740106	0	6	0.392992	8-HR	2ND
32.69020867	-96.86542619	0	6	0.157323	8-HR	2ND
32.69020837	-96.86345133	0	6	0.0540275	8-HR	2ND
32.69020805	-96.86147646	0	6	0.00982959	8-HR	2ND
32.69020769	-96.85950159	0	5	0.000977392	8-HR	2ND
32.6902073	-96.85752672	0	5	6.00E-05	8-HR	2ND
32.69020688	-96.85555186	0	5	1.05E-06	8-HR	2ND
32.69020643	-96.85357699	0	4	3.02E-08	8-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69020595	-96.85160212	0	4	3.27E-11	8-HR	2ND
32.69020544	-96.84962725	0	3	7.25E-14	8-HR	2ND
32.6902049	-96.84765239	0	3	1.66E-15	8-HR	2ND
32.69020432	-96.84567752	0	2	1.20E-17	8-HR	2ND
32.69187992	-96.8832	0	5	0.00374843	8-HR	2ND
32.69187991	-96.8812251	0	6	0.0192287	8-HR	2ND
32.69187986	-96.87925019	0	6	0.0461654	8-HR	2ND
32.69187978	-96.87727529	0	6	0.110166	8-HR	2ND
32.69187967	-96.87530038	0	6	0.125809	8-HR	2ND
32.69187953	-96.87332548	0	6	0.085623	8-HR	2ND
32.69187936	-96.87135057	0	6	0.0867019	8-HR	2ND
32.69187916	-96.86937567	0	6	0.153002	8-HR	2ND
32.69187893	-96.86740077	0	6	0.31662	8-HR	2ND
32.69187866	-96.86542586	0	6	0.126229	8-HR	2ND
32.69187837	-96.86345096	0	6	0.0429104	8-HR	2ND
32.69187804	-96.86147605	0	6	0.00843914	8-HR	2ND
32.69187769	-96.85950115	0	5	0.00095565	8-HR	2ND
32.6918773	-96.85752625	0	5	6.70E-05	8-HR	2ND
32.69187688	-96.85555134	0	5	1.47E-06	8-HR	2ND
32.69187643	-96.85357644	0	4	4.72E-08	8-HR	2ND
32.69187595	-96.85160153	0	4	7.25E-11	8-HR	2ND
32.69187543	-96.84962663	0	3	2.01E-13	8-HR	2ND
32.69187489	-96.84765173	0	3	4.95E-15	8-HR	2ND
32.69187431	-96.84567682	0	2	4.22E-17	8-HR	2ND
32.69354992	-96.8832	0	6	0.00755356	8-HR	2ND
32.6935499	-96.88122506	0	6	0.0299212	8-HR	2ND
32.69354985	-96.87925012	0	6	0.0516738	8-HR	2ND
32.69354978	-96.87727518	0	6	0.0869152	8-HR	2ND
32.69354967	-96.87530024	0	6	0.0977755	8-HR	2ND
32.69354953	-96.87332529	0	6	0.0758535	8-HR	2ND
32.69354936	-96.87135035	0	6	0.082086	8-HR	2ND
32.69354916	-96.86937541	0	6	0.14609	8-HR	2ND
32.69354892	-96.86740047	0	6	0.257187	8-HR	2ND
32.69354866	-96.86542553	0	6	0.102787	8-HR	2ND
32.69354836	-96.86345059	0	6	0.0346792	8-HR	2ND
32.69354804	-96.86147565	0	6	0.00728717	8-HR	2ND
32.69354768	-96.85950071	0	5	0.00090025	8-HR	2ND
32.69354729	-96.85752577	0	5	7.22E-05	8-HR	2ND
32.69354687	-96.85555083	0	5	1.96E-06	8-HR	2ND
32.69354642	-96.85357589	0	4	6.94E-08	8-HR	2ND
32.69354594	-96.85160095	0	4	1.41E-10	8-HR	2ND
32.69354543	-96.849626	0	3	4.82E-13	8-HR	2ND
32.69354488	-96.84765106	0	3	1.29E-14	8-HR	2ND
32.69354431	-96.84567612	0	3	1.20E-16	8-HR	2ND
32.69521991	-96.8832	0	6	0.018507	8-HR	2ND
32.6952199	-96.88122502	0	6	0.0355191	8-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69521985	-96.87925004	0	6	0.0482824	8-HR	2ND
32.69521977	-96.87727507	0	6	0.0710432	8-HR	2ND
32.69521966	-96.87530009	0	6	0.0800427	8-HR	2ND
32.69521952	-96.87332511	0	6	0.0689974	8-HR	2ND
32.69521935	-96.87135013	0	6	0.0788325	8-HR	2ND
32.69521915	-96.86937516	0	6	0.137524	8-HR	2ND
32.69521892	-96.86740018	0	6	0.217727	8-HR	2ND
32.69521865	-96.8654252	0	6	0.084535	8-HR	2ND
32.69521836	-96.86345022	0	6	0.0284912	8-HR	2ND
32.69521803	-96.86147525	0	6	0.00632031	8-HR	2ND
32.69521767	-96.85950027	0	5	0.000846701	8-HR	2ND
32.69521729	-96.85752529	0	5	7.62E-05	8-HR	2ND
32.69521687	-96.85555031	0	5	2.53E-06	8-HR	2ND
32.69521642	-96.85357533	0	4	9.66E-08	8-HR	2ND
32.69521593	-96.85160036	0	4	2.54E-10	8-HR	2ND
32.69521542	-96.84962538	0	3	1.04E-12	8-HR	2ND
32.69521488	-96.8476504	0	3	2.84E-14	8-HR	2ND
32.6952143	-96.84567542	0	3	3.17E-16	8-HR	2ND
32.6968899	-96.8832	0	6	0.0259429	8-HR	2ND
32.69688989	-96.88122499	0	6	0.035352	8-HR	2ND
32.69688984	-96.87924997	0	6	0.043587	8-HR	2ND
32.69688977	-96.87727496	0	6	0.0605496	8-HR	2ND
32.69688966	-96.87529994	0	6	0.0680947	8-HR	2ND
32.69688952	-96.87332493	0	6	0.0638537	8-HR	2ND
32.69688935	-96.87134991	0	6	0.0762483	8-HR	2ND
32.69688914	-96.8693749	0	6	0.129124	8-HR	2ND
32.69688891	-96.86739988	0	6	0.186827	8-HR	2ND
32.69688865	-96.86542487	0	6	0.0701624	8-HR	2ND
32.69688835	-96.86344986	0	6	0.0237083	8-HR	2ND
32.69688803	-96.86147484	0	6	0.00554757	8-HR	2ND
32.69688767	-96.85949983	0	5	0.000833206	8-HR	2ND
32.69688728	-96.85752481	0	5	7.93E-05	8-HR	2ND
32.69688686	-96.8555498	0	5	3.15E-06	8-HR	2ND
32.69688641	-96.85357478	0	5	1.28E-07	8-HR	2ND
32.69688593	-96.85159977	0	4	4.21E-10	8-HR	2ND
32.69688542	-96.84962476	0	3	2.16E-12	8-HR	2ND
32.69688487	-96.84764974	0	3	5.94E-14	8-HR	2ND
32.6968843	-96.84567473	0	3	8.30E-16	8-HR	2ND
32.6985599	-96.8832	0	6	0.028058	8-HR	2ND
32.69855988	-96.88122495	0	6	0.0328041	8-HR	2ND
32.69855984	-96.8792499	0	6	0.039918	8-HR	2ND
32.69855976	-96.87727485	0	6	0.0530924	8-HR	2ND
32.69855965	-96.8752998	0	6	0.0597103	8-HR	2ND
32.69855951	-96.87332474	0	6	0.0598464	8-HR	2ND
32.69855934	-96.87134969	0	6	0.0738823	8-HR	2ND
32.69855914	-96.86937464	0	6	0.120872	8-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69855891	-96.86739959	0	6	0.153487	8-HR	2ND
32.69855864	-96.86542454	0	6	0.0586961	8-HR	2ND
32.69855835	-96.86344949	0	6	0.0199071	8-HR	2ND
32.69855802	-96.86147444	0	6	0.0048717	8-HR	2ND
32.69855766	-96.85949939	0	5	0.000793028	8-HR	2ND
32.69855727	-96.85752433	0	5	8.23E-05	8-HR	2ND
32.69855686	-96.85554928	0	5	3.82E-06	8-HR	2ND
32.6985564	-96.85357423	0	5	1.62E-07	8-HR	2ND
32.69855592	-96.85159918	0	4	6.30E-10	8-HR	2ND
32.69855541	-96.84962413	0	4	4.11E-12	8-HR	2ND
32.69855487	-96.84764908	0	3	1.31E-13	8-HR	2ND
32.69855429	-96.84567403	0	3	2.34E-15	8-HR	2ND
32.70022989	-96.8832	0	6	0.0270921	8-HR	2ND
32.70022988	-96.88122491	0	6	0.030304	8-HR	2ND
32.70022983	-96.87924982	0	6	0.0370349	8-HR	2ND
32.70022975	-96.87727474	0	6	0.0474832	8-HR	2ND
32.70022965	-96.87529965	0	6	0.0535771	8-HR	2ND
32.70022951	-96.87332456	0	6	0.0565868	8-HR	2ND
32.70022933	-96.87134947	0	6	0.0716271	8-HR	2ND
32.70022913	-96.86937438	0	6	0.11336	8-HR	2ND
32.7002289	-96.8673993	0	6	0.127393	8-HR	2ND
32.70022864	-96.86542421	0	6	0.0494395	8-HR	2ND
32.70022834	-96.86344912	0	6	0.0168843	8-HR	2ND
32.70022801	-96.86147403	0	6	0.00432666	8-HR	2ND
32.70022766	-96.85949894	0	5	0.000746649	8-HR	2ND
32.70022727	-96.85752386	0	5	8.49E-05	8-HR	2ND
32.70022685	-96.85554877	0	5	3.01E-06	8-HR	2ND
32.7002264	-96.85357368	0	5	2.04E-07	8-HR	2ND
32.70022592	-96.85159859	0	4	8.87E-10	8-HR	2ND
32.70022541	-96.84962351	0	4	6.89E-12	8-HR	2ND
32.70022486	-96.84764842	0	3	2.71E-13	8-HR	2ND
32.70022429	-96.84567333	0	3	5.10E-15	8-HR	2ND
32.6685	-96.8832	0	1	5.46E-21	1-HR	2ND
32.66849998	-96.88122561	0	1	2.25E-21	1-HR	2ND
32.66849994	-96.87925122	0	1	1.06E-21	1-HR	2ND
32.66849986	-96.87727683	0	1	2.94E-22	1-HR	2ND
32.66849975	-96.87530244	0	1	4.34E-21	1-HR	2ND
32.66849961	-96.87332805	0	1	7.17E-21	1-HR	2ND
32.66849944	-96.87135366	0	1	1.70E-20	1-HR	2ND
32.66849924	-96.86937927	0	1	2.10E-22	1-HR	2ND
32.66849901	-96.86740488	0	1	1.74E-24	1-HR	2ND
32.66849874	-96.86543049	0	-1	0	1-HR	2ND
32.66849845	-96.8634561	0	-1	0	1-HR	2ND
32.66849812	-96.86148171	0	-1	0	1-HR	2ND
32.66849776	-96.85950732	0	-1	0	1-HR	2ND
32.66849738	-96.85753293	0	-1	0	1-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.66849696	-96.85555854	0	-1	0	1-HR	2ND
32.66849651	-96.85358415	0	-1	0	1-HR	2ND
32.66849602	-96.85160976	0	-1	0	1-HR	2ND
32.66849551	-96.84963537	0	-1	0	1-HR	2ND
32.66849497	-96.84766098	0	-1	0	1-HR	2ND
32.66849439	-96.84568659	0	-1	0	1-HR	2ND
32.67016999	-96.8832	0	1	8.00E-21	1-HR	2ND
32.67016998	-96.88122557	0	1	4.29E-21	1-HR	2ND
32.67016993	-96.87925115	0	2	4.90E-20	1-HR	2ND
32.67016985	-96.87727672	0	2	3.01E-18	1-HR	2ND
32.67016975	-96.87530229	0	2	2.69E-17	1-HR	2ND
32.67016961	-96.87332787	0	3	8.07E-16	1-HR	2ND
32.67016944	-96.87135344	0	2	5.69E-16	1-HR	2ND
32.67016923	-96.86937901	0	2	4.66E-16	1-HR	2ND
32.670169	-96.86740459	0	2	4.18E-18	1-HR	2ND
32.67016874	-96.86543016	0	-1	0	1-HR	2ND
32.67016844	-96.86345573	0	-1	0	1-HR	2ND
32.67016812	-96.86148131	0	-1	0	1-HR	2ND
32.67016776	-96.85950688	0	-1	0	1-HR	2ND
32.67016737	-96.85753245	0	1	3.37E-21	1-HR	2ND
32.67016695	-96.85555803	0	1	3.83E-21	1-HR	2ND
32.6701665	-96.8535836	0	1	7.05E-24	1-HR	2ND
32.67016602	-96.85160917	0	-1	0	1-HR	2ND
32.67016551	-96.84963475	0	-1	0	1-HR	2ND
32.67016496	-96.84766032	0	-1	0	1-HR	2ND
32.67016439	-96.84568589	0	-1	0	1-HR	2ND
32.67183999	-96.8832	0	2	1.73E-19	1-HR	2ND
32.67183997	-96.88122554	0	2	3.09E-18	1-HR	2ND
32.67183993	-96.87925107	0	2	2.40E-16	1-HR	2ND
32.67183985	-96.87727661	0	3	5.00E-15	1-HR	2ND
32.67183974	-96.87530215	0	3	3.24E-13	1-HR	2ND
32.6718396	-96.87332768	0	3	2.10E-12	1-HR	2ND
32.67183943	-96.87135322	0	4	4.76E-11	1-HR	2ND
32.67183923	-96.86937876	0	3	6.89E-12	1-HR	2ND
32.67183899	-96.86740429	0	3	4.60E-13	1-HR	2ND
32.67183873	-96.86542983	0	-1	0	1-HR	2ND
32.67183844	-96.86345537	0	-1	0	1-HR	2ND
32.67183811	-96.8614809	0	3	1.28E-14	1-HR	2ND
32.67183775	-96.85950644	0	3	1.46E-12	1-HR	2ND
32.67183736	-96.85753198	0	2	6.21E-16	1-HR	2ND
32.67183694	-96.85555751	0	2	4.04E-17	1-HR	2ND
32.67183649	-96.85358305	0	2	1.97E-18	1-HR	2ND
32.67183601	-96.85160859	0	1	5.57E-23	1-HR	2ND
32.6718355	-96.84963412	0	-1	0	1-HR	2ND
32.67183496	-96.84765966	0	-1	0	1-HR	2ND
32.67183438	-96.8456852	0	0	2.65E-27	1-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67350998	-96.8832	0	2	6.77E-17	1-HR	2ND
32.67350997	-96.8812255	0	3	5.23E-15	1-HR	2ND
32.67350992	-96.879251	0	3	1.12E-13	1-HR	2ND
32.67350984	-96.8772765	0	3	1.15E-11	1-HR	2ND
32.67350973	-96.875302	0	4	2.07E-10	1-HR	2ND
32.67350959	-96.8733275	0	4	1.11E-08	1-HR	2ND
32.67350942	-96.871353	0	4	4.32E-08	1-HR	2ND
32.67350922	-96.8693785	0	4	5.09E-07	1-HR	2ND
32.67350899	-96.867404	0	4	5.78E-08	1-HR	2ND
32.67350873	-96.8654295	0	-1	0	1-HR	2ND
32.67350843	-96.863455	0	5	1.08E-05	1-HR	2ND
32.6735081	-96.8614805	0	5	0.000740083	1-HR	2ND
32.67350775	-96.859506	0	4	1.11E-07	1-HR	2ND
32.67350736	-96.8575315	0	3	1.90E-12	1-HR	2ND
32.67350694	-96.855557	0	3	5.03E-14	1-HR	2ND
32.67350649	-96.8535825	0	3	3.29E-15	1-HR	2ND
32.67350601	-96.851608	0	2	2.02E-19	1-HR	2ND
32.67350549	-96.8496335	0	-1	0	1-HR	2ND
32.67350495	-96.847659	0	0	8.00E-27	1-HR	2ND
32.67350438	-96.8456845	0	0	1.47E-25	1-HR	2ND
32.67517998	-96.8832	0	3	4.91E-14	1-HR	2ND
32.67517996	-96.88122546	0	3	1.20E-12	1-HR	2ND
32.67517992	-96.87925093	0	4	1.16E-10	1-HR	2ND
32.67517984	-96.87727639	0	4	3.14E-09	1-HR	2ND
32.67517973	-96.87530185	0	4	1.52E-07	1-HR	2ND
32.67517959	-96.87332732	0	5	1.88E-06	1-HR	2ND
32.67517942	-96.87135278	0	5	7.49E-05	1-HR	2ND
32.67517922	-96.86937824	0	5	0.000179237	1-HR	2ND
32.67517898	-96.8674037	0	5	0.000660184	1-HR	2ND
32.67517872	-96.86542917	0	5	0.000300052	1-HR	2ND
32.67517842	-96.86345463	0	5	0.0334136	1-HR	2ND
32.6751781	-96.86148009	0	5	0.0203849	1-HR	2ND
32.67517774	-96.85950556	0	5	3.11E-05	1-HR	2ND
32.67517735	-96.85753102	0	4	4.05E-09	1-HR	2ND
32.67517693	-96.85555648	0	4	4.05E-11	1-HR	2ND
32.67517648	-96.85358195	0	3	4.26E-13	1-HR	2ND
32.675176	-96.85160741	0	2	7.33E-17	1-HR	2ND
32.67517549	-96.84963287	0	1	1.27E-23	1-HR	2ND
32.67517495	-96.84765834	0	0	3.69E-25	1-HR	2ND
32.67517437	-96.8456838	0	1	3.37E-24	1-HR	2ND
32.67684997	-96.8832	0	3	7.16E-12	1-HR	2ND
32.67684996	-96.88122543	0	4	5.75E-10	1-HR	2ND
32.67684991	-96.87925085	0	4	1.82E-08	1-HR	2ND
32.67684983	-96.87727628	0	4	6.54E-07	1-HR	2ND
32.67684972	-96.87530171	0	5	1.27E-05	1-HR	2ND
32.67684958	-96.87332713	0	5	0.000360241	1-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67684941	-96.87135256	0	5	0.00282403	1-HR	2ND
32.67684921	-96.86937798	0	6	0.0694384	1-HR	2ND
32.67684898	-96.86740341	0	6	2.87905	1-HR	2ND
32.67684871	-96.86542884	0	6	0.153412	1-HR	2ND
32.67684842	-96.86345426	0	6	2.23091	1-HR	2ND
32.67684809	-96.86147969	0	6	0.192171	1-HR	2ND
32.67684774	-96.85950512	0	5	0.000507864	1-HR	2ND
32.67684735	-96.85753054	0	4	1.94E-07	1-HR	2ND
32.67684693	-96.85555597	0	4	2.01E-09	1-HR	2ND
32.67684648	-96.8535814	0	3	1.28E-11	1-HR	2ND
32.676846	-96.85160682	0	3	4.19E-15	1-HR	2ND
32.67684548	-96.84963225	0	1	3.47E-21	1-HR	2ND
32.67684494	-96.84765768	0	1	9.68E-23	1-HR	2ND
32.67684437	-96.8456831	0	1	9.78E-23	1-HR	2ND
32.67851997	-96.8832	0	4	1.84E-09	1-HR	2ND
32.67851995	-96.88122539	0	4	5.87E-08	1-HR	2ND
32.6785199	-96.87925078	0	5	1.65E-06	1-HR	2ND
32.67851983	-96.87727617	0	5	3.64E-05	1-HR	2ND
32.67851972	-96.87530156	0	5	0.000654858	1-HR	2ND
32.67851958	-96.87332695	0	5	0.00669833	1-HR	2ND
32.67851941	-96.87135234	0	6	0.104018	1-HR	2ND
32.67851921	-96.86937773	0	6	0.410036	1-HR	2ND
32.67851897	-96.86740312	0	6	3.69156	1-HR	2ND
32.67851871	-96.86542851	0	6	1.67981	1-HR	2ND
32.67851841	-96.8634539	0	6	2.05935	1-HR	2ND
32.67851809	-96.86147929	0	6	0.239086	1-HR	2ND
32.67851773	-96.85950468	0	5	0.0018272	1-HR	2ND
32.67851734	-96.85753007	0	5	2.43E-06	1-HR	2ND
32.67851692	-96.85555546	0	4	2.32E-08	1-HR	2ND
32.67851647	-96.85358085	0	4	1.56E-10	1-HR	2ND
32.67851599	-96.85160624	0	3	7.39E-14	1-HR	2ND
32.67851548	-96.84963163	0	2	2.54E-19	1-HR	2ND
32.67851493	-96.84765702	0	1	5.76E-21	1-HR	2ND
32.67851436	-96.84568241	0	1	1.14E-21	1-HR	2ND
32.68018996	-96.8832	0	4	7.88E-08	1-HR	2ND
32.68018995	-96.88122535	0	5	3.09E-06	1-HR	2ND
32.6801899	-96.87925071	0	5	6.96E-05	1-HR	2ND
32.68018982	-96.87727606	0	5	0.000919899	1-HR	2ND
32.68018971	-96.87530141	0	5	0.00870517	1-HR	2ND
32.68018957	-96.87332676	0	6	0.079779	1-HR	2ND
32.6801894	-96.87135212	0	6	0.18209	1-HR	2ND
32.6801892	-96.86937747	0	6	1.10751	1-HR	2ND
32.68018897	-96.86740282	0	6	6.19269	1-HR	2ND
32.6801887	-96.86542818	0	6	2.82054	1-HR	2ND
32.68018841	-96.86345353	0	6	1.29625	1-HR	2ND
32.68018808	-96.86147888	0	6	0.20751	1-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68018772	-96.85950424	0	5	0.0035092	1-HR	2ND
32.68018734	-96.85752959	0	5	1.24E-05	1-HR	2ND
32.68018692	-96.85555494	0	4	1.21E-07	1-HR	2ND
32.68018647	-96.85358029	0	4	1.04E-09	1-HR	2ND
32.68018598	-96.85160565	0	3	6.26E-13	1-HR	2ND
32.68018547	-96.849631	0	2	7.90E-18	1-HR	2ND
32.68018493	-96.84765635	0	2	1.58E-19	1-HR	2ND
32.68018435	-96.84568171	0	1	3.90E-21	1-HR	2ND
32.68185996	-96.8832	0	5	4.84E-06	1-HR	2ND
32.68185994	-96.88122532	0	5	0.000111122	1-HR	2ND
32.68185989	-96.87925063	0	5	0.00115492	1-HR	2ND
32.68185982	-96.87727595	0	5	0.00909661	1-HR	2ND
32.68185971	-96.87530126	0	6	0.0659033	1-HR	2ND
32.68185957	-96.87332658	0	6	0.114344	1-HR	2ND
32.6818594	-96.8713519	0	6	0.194832	1-HR	2ND
32.68185919	-96.86937721	0	6	2.86839	1-HR	2ND
32.68185896	-96.86740253	0	6	5.87568	1-HR	2ND
32.6818587	-96.86542785	0	6	2.05341	1-HR	2ND
32.6818584	-96.86345316	0	6	0.967344	1-HR	2ND
32.68185808	-96.86147848	0	6	0.170172	1-HR	2ND
32.68185772	-96.85950379	0	5	0.00497493	1-HR	2ND
32.68185733	-96.85752911	0	5	3.79E-05	1-HR	2ND
32.68185691	-96.85555443	0	4	3.97E-07	1-HR	2ND
32.68185646	-96.85357974	0	4	4.48E-09	1-HR	2ND
32.68185598	-96.85160506	0	3	3.05E-12	1-HR	2ND
32.68185547	-96.84963038	0	2	1.30E-16	1-HR	2ND
32.68185492	-96.84765569	0	2	2.45E-18	1-HR	2ND
32.68185435	-96.84568101	0	1	8.62E-21	1-HR	2ND
32.68352995	-96.8832	0	5	0.000146217	1-HR	2ND
32.68352993	-96.88122528	0	5	0.00134129	1-HR	2ND
32.68352989	-96.87925056	0	5	0.00899518	1-HR	2ND
32.68352981	-96.87727584	0	6	0.0545559	1-HR	2ND
32.6835297	-96.87530112	0	6	0.0810971	1-HR	2ND
32.68352956	-96.8733264	0	6	0.123073	1-HR	2ND
32.68352939	-96.87135168	0	6	2.05531	1-HR	2ND
32.68352919	-96.86937696	0	6	4.13472	1-HR	2ND
32.68352896	-96.86740224	0	6	5.72186	1-HR	2ND
32.68352869	-96.86542752	0	6	1.42054	1-HR	2ND
32.6835284	-96.86345279	0	6	0.776466	1-HR	2ND
32.68352807	-96.86147807	0	6	0.142681	1-HR	2ND
32.68352771	-96.85950335	0	5	0.00609455	1-HR	2ND
32.68352732	-96.85752863	0	5	8.46E-05	1-HR	2ND
32.68352691	-96.85555391	0	4	9.84E-07	1-HR	2ND
32.68352646	-96.85357919	0	4	1.42E-08	1-HR	2ND
32.68352597	-96.85160447	0	3	9.45E-12	1-HR	2ND
32.68352546	-96.84962975	0	3	1.30E-15	1-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68352492	-96.84765503	0	2	2.43E-17	1-HR	2ND
32.68352434	-96.84568031	0	2	9.43E-20	1-HR	2ND
32.68519994	-96.8832	0	5	0.00126504	1-HR	2ND
32.68519993	-96.88122524	0	5	0.00809721	1-HR	2ND
32.68519988	-96.87925049	0	6	0.0447585	1-HR	2ND
32.6851998	-96.87727573	0	6	0.0607913	1-HR	2ND
32.6851997	-96.87530097	0	6	0.0888516	1-HR	2ND
32.68519956	-96.87332621	0	6	2.06089	1-HR	2ND
32.68519939	-96.87135146	0	6	3.24755	1-HR	2ND
32.68519918	-96.8693767	0	6	4.30005	1-HR	2ND
32.68519895	-96.86740194	0	6	5.29983	1-HR	2ND
32.68519869	-96.86542718	0	6	1.39229	1-HR	2ND
32.68519839	-96.86345243	0	6	0.666675	1-HR	2ND
32.68519806	-96.86147767	0	6	0.121427	1-HR	2ND
32.68519771	-96.85950291	0	5	0.0069424	1-HR	2ND
32.68519732	-96.85752816	0	5	0.000160678	1-HR	2ND
32.6851969	-96.8555534	0	5	2.01E-06	1-HR	2ND
32.68519645	-96.85357864	0	4	3.59E-08	1-HR	2ND
32.68519597	-96.85160388	0	3	1.90E-11	1-HR	2ND
32.68519546	-96.84962913	0	3	8.88E-15	1-HR	2ND
32.68519491	-96.84765437	0	2	1.71E-16	1-HR	2ND
32.68519434	-96.84567961	0	2	7.48E-19	1-HR	2ND
32.68686994	-96.8832	0	5	0.0066677	1-HR	2ND
32.68686992	-96.88122521	0	5	0.0350246	1-HR	2ND
32.68686988	-96.87925041	0	6	0.0468739	1-HR	2ND
32.6868698	-96.87727562	0	6	0.140234	1-HR	2ND
32.68686969	-96.87530082	0	6	2.3332	1-HR	2ND
32.68686955	-96.87332603	0	6	4.23772	1-HR	2ND
32.68686938	-96.87135124	0	6	3.07472	1-HR	2ND
32.68686918	-96.86937644	0	6	4.4555	1-HR	2ND
32.68686894	-96.86740165	0	6	6.3657	1-HR	2ND
32.68686868	-96.86542685	0	6	1.38166	1-HR	2ND
32.68686839	-96.86345206	0	6	0.60377	1-HR	2ND
32.68686806	-96.86147727	0	6	0.104854	1-HR	2ND
32.6868677	-96.85950247	0	5	0.00763088	1-HR	2ND
32.68686731	-96.85752768	0	5	0.000267277	1-HR	2ND
32.68686689	-96.85555288	0	5	3.57E-06	1-HR	2ND
32.68686644	-96.85357809	0	4	7.63E-08	1-HR	2ND
32.68686596	-96.8516033	0	4	4.26E-11	1-HR	2ND
32.68686545	-96.8496285	0	3	4.46E-14	1-HR	2ND
32.68686491	-96.84765371	0	3	9.01E-16	1-HR	2ND
32.68686433	-96.84567892	0	2	4.46E-18	1-HR	2ND
32.68853993	-96.8832	0	5	0.0271536	1-HR	2ND
32.68853992	-96.88122517	0	5	0.0367288	1-HR	2ND
32.68853987	-96.87925034	0	6	0.132401	1-HR	2ND
32.68853979	-96.87727551	0	6	1.98619	1-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68853968	-96.87530068	0	6	4.40514	1-HR	2ND
32.68853954	-96.87332585	0	6	3.83861	1-HR	2ND
32.68853937	-96.87135102	0	6	3.12259	1-HR	2ND
32.68853917	-96.86937618	0	6	4.99904	1-HR	2ND
32.68853894	-96.86740135	0	6	4.3778	1-HR	2ND
32.68853867	-96.86542652	0	6	1.39083	1-HR	2ND
32.68853838	-96.86345169	0	6	0.555979	1-HR	2ND
32.68853805	-96.86147686	0	6	0.0912827	1-HR	2ND
32.6885377	-96.85950203	0	5	0.00804739	1-HR	2ND
32.68853731	-96.8575272	0	5	0.000395072	1-HR	2ND
32.68853689	-96.85555237	0	5	5.71E-06	1-HR	2ND
32.68853644	-96.85357754	0	4	1.43E-07	1-HR	2ND
32.68853596	-96.85160271	0	4	1.12E-10	1-HR	2ND
32.68853544	-96.84962788	0	3	1.78E-13	1-HR	2ND
32.6885349	-96.84765305	0	3	3.68E-15	1-HR	2ND
32.68853433	-96.84567822	0	2	2.31E-17	1-HR	2ND
32.69020993	-96.8832	0	5	0.0290781	1-HR	2ND
32.69020991	-96.88122513	0	6	0.0434448	1-HR	2ND
32.69020987	-96.87925026	0	6	0.286408	1-HR	2ND
32.69020979	-96.8772754	0	6	7.29143	1-HR	2ND
32.69020968	-96.87530053	0	6	4.22827	1-HR	2ND
32.69020954	-96.87332566	0	6	3.30983	1-HR	2ND
32.69020937	-96.87135079	0	6	3.30696	1-HR	2ND
32.69020917	-96.86937593	0	6	4.04395	1-HR	2ND
32.69020893	-96.86740106	0	6	3.14393	1-HR	2ND
32.69020867	-96.86542619	0	6	1.23865	1-HR	2ND
32.69020837	-96.86345133	0	6	0.431589	1-HR	2ND
32.69020805	-96.86147646	0	6	0.0786353	1-HR	2ND
32.69020769	-96.85950159	0	5	0.00781913	1-HR	2ND
32.6902073	-96.85752672	0	5	0.000479617	1-HR	2ND
32.69020688	-96.85555186	0	5	8.42E-06	1-HR	2ND
32.69020643	-96.85357699	0	4	2.42E-07	1-HR	2ND
32.69020595	-96.85160212	0	4	2.61E-10	1-HR	2ND
32.69020544	-96.84962725	0	3	5.80E-13	1-HR	2ND
32.6902049	-96.84765239	0	3	1.33E-14	1-HR	2ND
32.69020432	-96.84567752	0	2	9.53E-17	1-HR	2ND
32.69187992	-96.8832	0	5	0.0299875	1-HR	2ND
32.69187991	-96.8812251	0	6	0.153829	1-HR	2ND
32.69187986	-96.87925019	0	6	1.28806	1-HR	2ND
32.69187978	-96.87727529	0	6	6.3221	1-HR	2ND
32.69187967	-96.87530038	0	6	3.7166	1-HR	2ND
32.69187953	-96.87332548	0	6	3.00861	1-HR	2ND
32.69187936	-96.87135057	0	6	3.6347	1-HR	2ND
32.69187916	-96.86937567	0	6	1.4749	1-HR	2ND
32.69187893	-96.86740077	0	6	2.53296	1-HR	2ND
32.69187866	-96.86542586	0	6	1.00146	1-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69187837	-96.86345096	0	6	0.343029	1-HR	2ND
32.69187804	-96.86147605	0	6	0.0675125	1-HR	2ND
32.69187769	-96.85950115	0	5	0.0076452	1-HR	2ND
32.6918773	-96.85752625	0	5	0.000536346	1-HR	2ND
32.69187688	-96.85555134	0	5	1.17E-05	1-HR	2ND
32.69187643	-96.85357644	0	4	3.78E-07	1-HR	2ND
32.69187595	-96.85160153	0	4	5.80E-10	1-HR	2ND
32.69187543	-96.84962663	0	3	1.61E-12	1-HR	2ND
32.69187489	-96.84765173	0	3	3.96E-14	1-HR	2ND
32.69187431	-96.84567682	0	2	3.37E-16	1-HR	2ND
32.69354992	-96.8832	0	6	0.0604285	1-HR	2ND
32.6935499	-96.88122506	0	6	0.291519	1-HR	2ND
32.69354985	-96.87925012	0	6	2.62396	1-HR	2ND
32.69354978	-96.87727518	0	6	5.11407	1-HR	2ND
32.69354967	-96.87530024	0	6	3.28715	1-HR	2ND
32.69354953	-96.87332529	0	6	2.92057	1-HR	2ND
32.69354936	-96.87135035	0	6	3.26031	1-HR	2ND
32.69354916	-96.86937541	0	6	1.16872	1-HR	2ND
32.69354892	-96.86740047	0	6	2.0575	1-HR	2ND
32.69354866	-96.86542553	0	6	0.818891	1-HR	2ND
32.69354836	-96.86345059	0	6	0.277389	1-HR	2ND
32.69354804	-96.86147565	0	6	0.0582971	1-HR	2ND
32.69354768	-96.85950071	0	5	0.007202	1-HR	2ND
32.69354729	-96.85752577	0	5	0.000577781	1-HR	2ND
32.69354687	-96.85555083	0	5	1.57E-05	1-HR	2ND
32.69354642	-96.85357589	0	4	5.55E-07	1-HR	2ND
32.69354594	-96.85160095	0	4	1.13E-09	1-HR	2ND
32.69354543	-96.849626	0	3	3.85E-12	1-HR	2ND
32.69354488	-96.84765106	0	3	1.03E-13	1-HR	2ND
32.69354431	-96.84567612	0	3	9.60E-16	1-HR	2ND
32.69521991	-96.8832	0	6	0.148056	1-HR	2ND
32.6952199	-96.88122502	0	6	0.717501	1-HR	2ND
32.69521985	-96.87925004	0	6	3.37373	1-HR	2ND
32.69521977	-96.87727507	0	6	4.23875	1-HR	2ND
32.69521966	-96.87530009	0	6	2.98804	1-HR	2ND
32.69521952	-96.87332511	0	6	2.99104	1-HR	2ND
32.69521935	-96.87135013	0	6	1.65175	1-HR	2ND
32.69521915	-96.86937516	0	6	1.1002	1-HR	2ND
32.69521892	-96.86740018	0	6	1.74181	1-HR	2ND
32.69521865	-96.8654252	0	6	0.675144	1-HR	2ND
32.69521836	-96.86345022	0	6	0.227924	1-HR	2ND
32.69521803	-96.86147525	0	6	0.0505625	1-HR	2ND
32.69521767	-96.85950027	0	5	0.00677361	1-HR	2ND
32.69521729	-96.85752529	0	5	0.000609549	1-HR	2ND
32.69521687	-96.85555031	0	5	2.02E-05	1-HR	2ND
32.69521642	-96.85357533	0	4	7.73E-07	1-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69521593	-96.85160036	0	4	2.03E-09	1-HR	2ND
32.69521542	-96.84962538	0	3	8.35E-12	1-HR	2ND
32.69521488	-96.8476504	0	3	2.27E-13	1-HR	2ND
32.6952143	-96.84567542	0	3	2.54E-15	1-HR	2ND
32.6968899	-96.8832	0	6	0.207544	1-HR	2ND
32.69688989	-96.88122499	0	6	1.26363	1-HR	2ND
32.69688984	-96.87924997	0	6	3.55518	1-HR	2ND
32.69688977	-96.87727496	0	6	3.63339	1-HR	2ND
32.69688966	-96.87529994	0	6	2.81705	1-HR	2ND
32.69688952	-96.87332493	0	6	2.73492	1-HR	2ND
32.69688935	-96.87134991	0	6	0.794097	1-HR	2ND
32.69688914	-96.8693749	0	6	1.033	1-HR	2ND
32.69688891	-96.86739988	0	6	1.48415	1-HR	2ND
32.69688865	-96.86542487	0	6	0.56073	1-HR	2ND
32.69688835	-96.86344986	0	6	0.189664	1-HR	2ND
32.69688803	-96.86147484	0	6	0.0443805	1-HR	2ND
32.69688767	-96.85949983	0	5	0.00666564	1-HR	2ND
32.69688728	-96.85752481	0	5	0.000634183	1-HR	2ND
32.69688686	-96.8555498	0	5	2.52E-05	1-HR	2ND
32.69688641	-96.85357478	0	5	1.02E-06	1-HR	2ND
32.69688593	-96.85159977	0	4	3.37E-09	1-HR	2ND
32.69688542	-96.84962476	0	3	1.73E-11	1-HR	2ND
32.69688487	-96.84764974	0	3	4.75E-13	1-HR	2ND
32.6968843	-96.84567473	0	3	6.64E-15	1-HR	2ND
32.6985599	-96.8832	0	6	0.385331	1-HR	2ND
32.69855988	-96.88122495	0	6	1.76473	1-HR	2ND
32.69855984	-96.8792499	0	6	3.44879	1-HR	2ND
32.69855976	-96.87727485	0	6	3.21495	1-HR	2ND
32.69855965	-96.8752998	0	6	2.74883	1-HR	2ND
32.69855951	-96.87332474	0	6	1.64808	1-HR	2ND
32.69855934	-96.87134969	0	6	0.591058	1-HR	2ND
32.69855914	-96.86937464	0	6	0.966973	1-HR	2ND
32.69855891	-96.86739959	0	6	1.22264	1-HR	2ND
32.69855864	-96.86542454	0	6	0.469307	1-HR	2ND
32.69855835	-96.86344949	0	6	0.159255	1-HR	2ND
32.69855802	-96.86147444	0	6	0.0389736	1-HR	2ND
32.69855766	-96.85949939	0	5	0.00634422	1-HR	2ND
32.69855727	-96.85752433	0	5	0.000658752	1-HR	2ND
32.69855686	-96.85554928	0	5	3.06E-05	1-HR	2ND
32.6985564	-96.85357423	0	5	1.30E-06	1-HR	2ND
32.69855592	-96.85159918	0	4	5.04E-09	1-HR	2ND
32.69855541	-96.84962413	0	4	3.29E-11	1-HR	2ND
32.69855487	-96.84764908	0	3	1.05E-12	1-HR	2ND
32.69855429	-96.84567403	0	3	1.87E-14	1-HR	2ND
32.70022989	-96.8832	0	6	0.698688	1-HR	2ND
32.70022988	-96.88122491	0	6	2.12418	1-HR	2ND

RBD Emissions - CO Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO (µg/m³)	Average	Rank
32.70022983	-96.87924982	0	6	3.24035	1-HR	2ND
32.70022975	-96.87727474	0	6	2.93536	1-HR	2ND
32.70022965	-96.87529965	0	6	2.41672	1-HR	2ND
32.70022951	-96.87332456	0	6	0.944357	1-HR	2ND
32.70022933	-96.87134947	0	6	0.573017	1-HR	2ND
32.70022913	-96.86937438	0	6	0.906882	1-HR	2ND
32.7002289	-96.8673993	0	6	1.01725	1-HR	2ND
32.70022864	-96.86542421	0	6	0.395474	1-HR	2ND
32.70022834	-96.86344912	0	6	0.135074	1-HR	2ND
32.70022801	-96.86147403	0	5	0.0346133	1-HR	2ND
32.70022766	-96.85949894	0	5	0.00597319	1-HR	2ND
32.70022727	-96.85752386	0	5	0.000678823	1-HR	2ND
32.70022685	-96.85554877	0	5	2.41E-05	1-HR	2ND
32.7002264	-96.85357368	0	5	1.63E-06	1-HR	2ND
32.70022592	-96.85159859	0	4	7.09E-09	1-HR	2ND
32.70022541	-96.84962351	0	4	5.52E-11	1-HR	2ND
32.70022486	-96.84764842	0	3	2.17E-12	1-HR	2ND
32.70022429	-96.84567333	0	3	4.08E-14	1-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6685	-96.8832	0	1	6.82E-22	8-HR	2ND
32.66849998	-96.88122561	0	1	2.81E-22	8-HR	2ND
32.66849994	-96.87925122	0	1	1.35E-22	8-HR	2ND
32.66849986	-96.87727683	0	1	6.03E-23	8-HR	2ND
32.66849975	-96.87530244	0	1	5.67E-22	8-HR	2ND
32.66849961	-96.87332805	0	1	8.97E-22	8-HR	2ND
32.66849944	-96.87135366	0	1	2.13E-21	8-HR	2ND
32.66849924	-96.86937927	0	1	3.19E-23	8-HR	2ND
32.66849901	-96.86740488	0	1	2.18E-25	8-HR	2ND
32.66849874	-96.86543049	0	-1	0	8-HR	2ND
32.66849845	-96.8634561	0	-1	0	8-HR	2ND
32.66849812	-96.86148171	0	-1	0	8-HR	2ND
32.66849776	-96.85950732	0	-1	0	8-HR	2ND
32.66849738	-96.85753293	0	-1	0	8-HR	2ND
32.66849696	-96.85555854	0	-1	0	8-HR	2ND
32.66849651	-96.85358415	0	-1	0	8-HR	2ND
32.66849602	-96.85160976	0	-1	0	8-HR	2ND
32.66849551	-96.84963537	0	-1	0	8-HR	2ND
32.66849497	-96.84766098	0	-1	0	8-HR	2ND
32.66849439	-96.84568659	0	-1	0	8-HR	2ND
32.67016999	-96.8832	0	1	1.02E-21	8-HR	2ND
32.67016998	-96.88122557	0	1	9.41E-22	8-HR	2ND
32.67016993	-96.87925115	0	2	6.32E-21	8-HR	2ND
32.67016985	-96.87727672	0	2	3.76E-19	8-HR	2ND
32.67016975	-96.87530229	0	2	3.36E-18	8-HR	2ND
32.67016961	-96.87332787	0	2	1.01E-16	8-HR	2ND
32.67016944	-96.87135344	0	2	7.12E-17	8-HR	2ND
32.67016923	-96.86937901	0	2	6.00E-17	8-HR	2ND
32.670169	-96.86740459	0	2	5.23E-19	8-HR	2ND
32.67016874	-96.86543016	0	-1	0	8-HR	2ND
32.67016844	-96.86345573	0	-1	0	8-HR	2ND
32.67016812	-96.86148131	0	-1	0	8-HR	2ND
32.67016776	-96.85950688	0	-1	0	8-HR	2ND
32.67016737	-96.85753245	0	0	2.12E-26	8-HR	2ND
32.67016695	-96.85555803	0	-1	0	8-HR	2ND
32.6701665	-96.8535836	0	-1	0	8-HR	2ND
32.67016602	-96.85160917	0	-1	0	8-HR	2ND
32.67016551	-96.84963475	0	-1	0	8-HR	2ND
32.67016496	-96.84766032	0	-1	0	8-HR	2ND
32.67016439	-96.84568589	0	-1	0	8-HR	2ND
32.67183999	-96.8832	0	2	2.31E-20	8-HR	2ND
32.67183997	-96.88122554	0	2	3.87E-19	8-HR	2ND
32.67183993	-96.87925107	0	2	2.99E-17	8-HR	2ND
32.67183985	-96.87727661	0	3	6.24E-16	8-HR	2ND
32.67183974	-96.87530215	0	3	4.05E-14	8-HR	2ND
32.6718396	-96.87332768	0	3	2.63E-13	8-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67183943	-96.87135322	0	4	5.95E-12	8-HR	2ND
32.67183923	-96.86937876	0	3	1.09E-12	8-HR	2ND
32.67183899	-96.86740429	0	3	1.02E-13	8-HR	2ND
32.67183873	-96.86542983	0	-1	0	8-HR	2ND
32.67183844	-96.86345537	0	-1	0	8-HR	2ND
32.67183811	-96.8614809	0	2	1.58E-17	8-HR	2ND
32.67183775	-96.85950644	0	3	1.98E-15	8-HR	2ND
32.67183736	-96.85753198	0	2	1.08E-18	8-HR	2ND
32.67183694	-96.85555751	0	1	3.20E-23	8-HR	2ND
32.67183649	-96.85358305	0	0	5.72E-26	8-HR	2ND
32.67183601	-96.85160859	0	-1	0	8-HR	2ND
32.6718355	-96.84963412	0	-1	0	8-HR	2ND
32.67183496	-96.84765966	0	-1	0	8-HR	2ND
32.67183438	-96.8456852	0	0	5.25E-28	8-HR	2ND
32.67350998	-96.8832	0	2	8.47E-18	8-HR	2ND
32.67350997	-96.8812255	0	3	6.53E-16	8-HR	2ND
32.67350992	-96.879251	0	3	1.41E-14	8-HR	2ND
32.67350984	-96.8772765	0	3	1.44E-12	8-HR	2ND
32.67350973	-96.875302	0	4	2.59E-11	8-HR	2ND
32.67350959	-96.8733275	0	4	1.38E-09	8-HR	2ND
32.67350942	-96.871353	0	4	5.41E-09	8-HR	2ND
32.67350922	-96.8693785	0	4	6.84E-08	8-HR	2ND
32.67350899	-96.867404	0	4	7.29E-09	8-HR	2ND
32.67350873	-96.8654295	0	-1	0	8-HR	2ND
32.67350843	-96.863455	0	3	1.85E-12	8-HR	2ND
32.6735081	-96.8614805	0	4	1.09E-09	8-HR	2ND
32.67350775	-96.859506	0	4	2.98E-10	8-HR	2ND
32.67350736	-96.8575315	0	3	1.35E-13	8-HR	2ND
32.67350694	-96.855557	0	2	3.81E-19	8-HR	2ND
32.67350649	-96.8535825	0	1	8.70E-22	8-HR	2ND
32.67350601	-96.851608	0	1	1.04E-22	8-HR	2ND
32.67350549	-96.8496335	0	-1	0	8-HR	2ND
32.67350495	-96.847659	0	0	1.68E-27	8-HR	2ND
32.67350438	-96.8456845	0	0	2.26E-26	8-HR	2ND
32.67517998	-96.8832	0	3	6.14E-15	8-HR	2ND
32.67517996	-96.88122546	0	3	1.50E-13	8-HR	2ND
32.67517992	-96.87925093	0	4	1.45E-11	8-HR	2ND
32.67517984	-96.87727639	0	4	3.93E-10	8-HR	2ND
32.67517973	-96.87530185	0	4	1.91E-08	8-HR	2ND
32.67517959	-96.87332732	0	5	2.35E-07	8-HR	2ND
32.67517942	-96.87135278	0	5	9.36E-06	8-HR	2ND
32.67517922	-96.86937824	0	5	2.53E-05	8-HR	2ND
32.67517898	-96.8674037	0	5	0.000127407	8-HR	2ND
32.67517872	-96.86542917	0	5	2.92E-06	8-HR	2ND
32.67517842	-96.86345463	0	5	0.000257148	8-HR	2ND
32.6751781	-96.86148009	0	5	0.000437469	8-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67517774	-96.85950556	0	4	5.17E-08	8-HR	2ND
32.67517735	-96.85753102	0	4	1.13E-10	8-HR	2ND
32.67517693	-96.85555648	0	3	5.18E-15	8-HR	2ND
32.67517648	-96.85358195	0	2	6.32E-19	8-HR	2ND
32.675176	-96.85160741	0	2	3.66E-20	8-HR	2ND
32.67517549	-96.84963287	0	1	2.56E-25	8-HR	2ND
32.67517495	-96.84765834	0	0	5.36E-26	8-HR	2ND
32.67517437	-96.8456838	0	1	5.43E-25	8-HR	2ND
32.67684997	-96.8832	0	3	8.95E-13	8-HR	2ND
32.67684996	-96.88122543	0	4	7.18E-11	8-HR	2ND
32.67684991	-96.87925085	0	4	2.27E-09	8-HR	2ND
32.67684983	-96.87727628	0	4	8.18E-08	8-HR	2ND
32.67684972	-96.87530171	0	5	1.59E-06	8-HR	2ND
32.67684958	-96.87332713	0	5	4.50E-05	8-HR	2ND
32.67684941	-96.87135256	0	5	0.000355731	8-HR	2ND
32.67684921	-96.86937798	0	6	0.00995334	8-HR	2ND
32.67684898	-96.86740341	0	6	0.351246	8-HR	2ND
32.67684871	-96.86542884	0	6	0.0135905	8-HR	2ND
32.67684842	-96.86345426	0	6	0.267272	8-HR	2ND
32.67684809	-96.86147969	0	6	0.0194968	8-HR	2ND
32.67684774	-96.85950512	0	5	1.47E-06	8-HR	2ND
32.67684735	-96.85753054	0	4	5.22E-09	8-HR	2ND
32.67684693	-96.85555597	0	3	8.07E-13	8-HR	2ND
32.67684648	-96.8535814	0	2	8.05E-17	8-HR	2ND
32.676846	-96.85160682	0	2	2.87E-18	8-HR	2ND
32.67684548	-96.84963225	0	1	6.00E-23	8-HR	2ND
32.67684494	-96.84765768	0	1	5.33E-25	8-HR	2ND
32.67684437	-96.8456831	0	1	1.54E-23	8-HR	2ND
32.67851997	-96.8832	0	4	2.30E-10	8-HR	2ND
32.67851995	-96.88122539	0	4	7.34E-09	8-HR	2ND
32.6785199	-96.87925078	0	5	2.06E-07	8-HR	2ND
32.67851983	-96.87727617	0	5	4.55E-06	8-HR	2ND
32.67851972	-96.87530156	0	5	8.19E-05	8-HR	2ND
32.67851958	-96.87332695	0	5	0.000837732	8-HR	2ND
32.67851941	-96.87135234	0	6	0.0131485	8-HR	2ND
32.67851921	-96.86937773	0	6	0.0512546	8-HR	2ND
32.67851897	-96.86740312	0	6	0.461698	8-HR	2ND
32.67851871	-96.86542851	0	6	0.299395	8-HR	2ND
32.67851841	-96.8634539	0	6	0.218308	8-HR	2ND
32.67851809	-96.86147929	0	6	0.0225248	8-HR	2ND
32.67851773	-96.85950468	0	5	1.53E-05	8-HR	2ND
32.67851734	-96.85753007	0	4	6.05E-08	8-HR	2ND
32.67851692	-96.85555546	0	4	2.09E-11	8-HR	2ND
32.67851647	-96.85358085	0	3	3.13E-15	8-HR	2ND
32.67851599	-96.85160624	0	2	8.30E-17	8-HR	2ND
32.67851548	-96.84963163	0	2	3.69E-21	8-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67851493	-96.84765702	0	1	1.71E-23	8-HR	2ND
32.67851436	-96.84568241	0	1	1.62E-22	8-HR	2ND
32.68018996	-96.8832	0	4	9.85E-09	8-HR	2ND
32.68018995	-96.88122535	0	5	3.86E-07	8-HR	2ND
32.6801899	-96.87925071	0	5	8.70E-06	8-HR	2ND
32.68018982	-96.87727606	0	5	0.000114987	8-HR	2ND
32.68018971	-96.87530141	0	5	0.0010882	8-HR	2ND
32.68018957	-96.87332676	0	6	0.0100051	8-HR	2ND
32.6801894	-96.87135212	0	6	0.0227612	8-HR	2ND
32.6801892	-96.86937747	0	6	0.0600325	8-HR	2ND
32.68018897	-96.86740282	0	6	0.750633	8-HR	2ND
32.6801887	-96.86542818	0	6	0.2557	8-HR	2ND
32.68018841	-96.86345353	0	6	0.148332	8-HR	2ND
32.68018808	-96.86147888	0	6	0.0188054	8-HR	2ND
32.68018772	-96.85950424	0	5	5.46E-05	8-HR	2ND
32.68018734	-96.85752959	0	5	3.32E-07	8-HR	2ND
32.68018692	-96.85555494	0	4	2.68E-10	8-HR	2ND
32.68018647	-96.85358029	0	3	5.36E-14	8-HR	2ND
32.68018598	-96.85160565	0	3	1.21E-15	8-HR	2ND
32.68018547	-96.849631	0	2	1.04E-19	8-HR	2ND
32.68018493	-96.84765635	0	1	2.09E-22	8-HR	2ND
32.68018435	-96.84568171	0	1	4.75E-22	8-HR	2ND
32.68185996	-96.8832	0	5	6.04E-07	8-HR	2ND
32.68185994	-96.88122532	0	5	1.39E-05	8-HR	2ND
32.68185989	-96.87925063	0	5	0.000144365	8-HR	2ND
32.68185982	-96.87727595	0	5	0.00113713	8-HR	2ND
32.68185971	-96.87530126	0	6	0.00825686	8-HR	2ND
32.68185957	-96.87332658	0	6	0.014293	8-HR	2ND
32.6818594	-96.8713519	0	6	0.0243214	8-HR	2ND
32.68185919	-96.86937721	0	6	0.213836	8-HR	2ND
32.68185896	-96.86740253	0	6	0.787869	8-HR	2ND
32.6818587	-96.86542785	0	6	0.198494	8-HR	2ND
32.6818584	-96.86345316	0	6	0.111665	8-HR	2ND
32.68185808	-96.86147848	0	6	0.0152595	8-HR	2ND
32.68185772	-96.85950379	0	5	0.000108698	8-HR	2ND
32.68185733	-96.85752911	0	5	1.12E-06	8-HR	2ND
32.68185691	-96.85555443	0	4	1.81E-09	8-HR	2ND
32.68185646	-96.85357974	0	3	5.10E-13	8-HR	2ND
32.68185598	-96.85160506	0	3	1.06E-14	8-HR	2ND
32.68185547	-96.84963038	0	2	1.65E-18	8-HR	2ND
32.68185492	-96.84765569	0	1	9.51E-22	8-HR	2ND
32.68185435	-96.84568101	0	1	7.65E-22	8-HR	2ND
32.68352995	-96.8832	0	5	1.83E-05	8-HR	2ND
32.68352993	-96.88122528	0	5	0.000167661	8-HR	2ND
32.68352989	-96.87925056	0	5	0.00112453	8-HR	2ND
32.68352981	-96.87727584	0	6	0.00683478	8-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6835297	-96.87530112	0	6	0.0101371	8-HR	2ND
32.68352956	-96.8733264	0	6	0.0154071	8-HR	2ND
32.68352939	-96.87135168	0	6	0.172021	8-HR	2ND
32.68352919	-96.86937696	0	6	0.193328	8-HR	2ND
32.68352896	-96.86740224	0	6	0.750162	8-HR	2ND
32.68352869	-96.86542752	0	6	0.180306	8-HR	2ND
32.6835284	-96.86345279	0	6	0.0914756	8-HR	2ND
32.68352807	-96.86147807	0	6	0.0127592	8-HR	2ND
32.68352771	-96.85950335	0	5	0.000164908	8-HR	2ND
32.68352732	-96.85752863	0	5	2.72E-06	8-HR	2ND
32.68352691	-96.85555391	0	4	7.65E-09	8-HR	2ND
32.68352646	-96.85357919	0	3	3.14E-12	8-HR	2ND
32.68352597	-96.85160447	0	3	6.42E-14	8-HR	2ND
32.68352546	-96.84962975	0	2	1.67E-17	8-HR	2ND
32.68352492	-96.84765503	0	2	3.83E-21	8-HR	2ND
32.68352434	-96.84568031	0	1	1.84E-21	8-HR	2ND
32.68519994	-96.8832	0	5	0.000158129	8-HR	2ND
32.68519993	-96.88122524	0	5	0.00101244	8-HR	2ND
32.68519988	-96.87925049	0	6	0.00560911	8-HR	2ND
32.6851998	-96.87727573	0	6	0.00759891	8-HR	2ND
32.6851997	-96.87530097	0	6	0.0110818	8-HR	2ND
32.68519956	-96.87332621	0	6	0.226333	8-HR	2ND
32.68519939	-96.87135146	0	6	0.153896	8-HR	2ND
32.68519918	-96.8693767	0	6	0.169232	8-HR	2ND
32.68519895	-96.86740194	0	6	0.684678	8-HR	2ND
32.68519869	-96.86542718	0	6	0.175702	8-HR	2ND
32.68519839	-96.86345243	0	6	0.079588	8-HR	2ND
32.68519806	-96.86147767	0	6	0.010846	8-HR	2ND
32.68519771	-96.85950291	0	5	0.000219991	8-HR	2ND
32.68519732	-96.85752816	0	5	5.27E-06	8-HR	2ND
32.6851969	-96.8555534	0	4	2.20E-08	8-HR	2ND
32.68519645	-96.85357864	0	4	1.39E-11	8-HR	2ND
32.68519597	-96.85160388	0	3	2.90E-13	8-HR	2ND
32.68519546	-96.84962913	0	3	1.18E-16	8-HR	2ND
32.68519491	-96.84765437	0	2	3.16E-20	8-HR	2ND
32.68519434	-96.84567961	0	2	5.71E-21	8-HR	2ND
32.68686994	-96.8832	0	5	0.000833908	8-HR	2ND
32.68686992	-96.88122521	0	5	0.00439169	8-HR	2ND
32.68686988	-96.87925041	0	6	0.00585924	8-HR	2ND
32.6868698	-96.87727562	0	6	0.0185006	8-HR	2ND
32.68686969	-96.87530082	0	6	0.136556	8-HR	2ND
32.68686955	-96.87332603	0	6	0.162143	8-HR	2ND
32.68686938	-96.87135124	0	6	0.121097	8-HR	2ND
32.68686918	-96.86937644	0	6	0.165133	8-HR	2ND
32.68686894	-96.86740165	0	6	0.811882	8-HR	2ND
32.68686868	-96.86542685	0	6	0.174272	8-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68686839	-96.86345206	0	6	0.0726322	8-HR	2ND
32.68686806	-96.86147727	0	6	0.00940097	8-HR	2ND
32.6868677	-96.85950247	0	5	0.000273442	8-HR	2ND
32.68686731	-96.85752768	0	5	9.02E-06	8-HR	2ND
32.68686689	-96.85555288	0	4	4.98E-08	8-HR	2ND
32.68686644	-96.85357809	0	4	4.73E-11	8-HR	2ND
32.68686596	-96.8516033	0	3	1.04E-12	8-HR	2ND
32.68686545	-96.8496285	0	3	6.05E-16	8-HR	2ND
32.68686491	-96.84765371	0	2	2.39E-19	8-HR	2ND
32.68686433	-96.84567892	0	2	1.52E-20	8-HR	2ND
32.68853993	-96.8832	0	5	0.00340586	8-HR	2ND
32.68853992	-96.88122517	0	6	0.0045911	8-HR	2ND
32.68853987	-96.87925034	0	6	0.0133045	8-HR	2ND
32.68853979	-96.87727551	0	6	0.302184	8-HR	2ND
32.68853968	-96.87530068	0	6	0.154575	8-HR	2ND
32.68853954	-96.87332585	0	6	0.117642	8-HR	2ND
32.68853937	-96.87135102	0	6	0.105683	8-HR	2ND
32.68853917	-96.86937618	0	6	0.16466	8-HR	2ND
32.68853894	-96.86740135	0	6	0.560081	8-HR	2ND
32.68853867	-96.86542652	0	6	0.175565	8-HR	2ND
32.68853838	-96.86345169	0	6	0.0686606	8-HR	2ND
32.68853805	-96.86147686	0	6	0.00834396	8-HR	2ND
32.6885377	-96.85950203	0	5	0.000326882	8-HR	2ND
32.68853731	-96.8575272	0	5	1.39E-05	8-HR	2ND
32.68853689	-96.85555237	0	4	9.68E-08	8-HR	2ND
32.68853644	-96.85357754	0	4	1.31E-10	8-HR	2ND
32.68853596	-96.85160271	0	3	3.09E-12	8-HR	2ND
32.68853544	-96.84962788	0	3	2.66E-15	8-HR	2ND
32.6885349	-96.84765305	0	2	1.54E-18	8-HR	2ND
32.68853433	-96.84567822	0	2	5.09E-20	8-HR	2ND
32.69020993	-96.8832	0	5	0.00363476	8-HR	2ND
32.69020991	-96.88122513	0	6	0.00520383	8-HR	2ND
32.69020987	-96.87925026	0	6	0.0335787	8-HR	2ND
32.69020979	-96.8772754	0	6	0.278575	8-HR	2ND
32.69020968	-96.87530053	0	6	0.119105	8-HR	2ND
32.69020954	-96.87332566	0	6	0.0931894	8-HR	2ND
32.69020937	-96.87135079	0	6	0.0955406	8-HR	2ND
32.69020917	-96.86937593	0	6	0.163418	8-HR	2ND
32.69020893	-96.86740106	0	6	0.403318	8-HR	2ND
32.69020867	-96.86542619	0	6	0.171946	8-HR	2ND
32.69020837	-96.86345133	0	6	0.0556794	8-HR	2ND
32.69020805	-96.86147646	0	6	0.00742291	8-HR	2ND
32.69020769	-96.85950159	0	5	0.000376259	8-HR	2ND
32.6902073	-96.85752672	0	5	1.95E-05	8-HR	2ND
32.69020688	-96.85555186	0	5	1.68E-07	8-HR	2ND
32.69020643	-96.85357699	0	4	3.09E-10	8-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69020595	-96.85160212	0	4	7.70E-12	8-HR	2ND
32.69020544	-96.84962725	0	3	9.30E-15	8-HR	2ND
32.6902049	-96.84765239	0	2	7.75E-18	8-HR	2ND
32.69020432	-96.84567752	0	2	1.95E-19	8-HR	2ND
32.69187992	-96.8832	0	5	0.00374587	8-HR	2ND
32.69187991	-96.8812251	0	6	0.0158018	8-HR	2ND
32.69187986	-96.87925019	0	6	0.0689155	8-HR	2ND
32.69187978	-96.87727529	0	6	0.185615	8-HR	2ND
32.69187967	-96.87530038	0	6	0.0932605	8-HR	2ND
32.69187953	-96.87332548	0	6	0.0794881	8-HR	2ND
32.69187936	-96.87135057	0	6	0.0886471	8-HR	2ND
32.69187916	-96.86937567	0	6	0.159144	8-HR	2ND
32.69187893	-96.86740077	0	6	0.325497	8-HR	2ND
32.69187866	-96.86542586	0	6	0.146392	8-HR	2ND
32.69187837	-96.86345096	0	6	0.0437635	8-HR	2ND
32.69187804	-96.86147605	0	6	0.00649487	8-HR	2ND
32.69187769	-96.85950115	0	5	0.000431556	8-HR	2ND
32.6918773	-96.85752625	0	5	2.34E-05	8-HR	2ND
32.69187688	-96.85555134	0	5	2.71E-07	8-HR	2ND
32.69187643	-96.85357644	0	4	6.41E-10	8-HR	2ND
32.69187595	-96.85160153	0	4	1.75E-11	8-HR	2ND
32.69187543	-96.84962663	0	3	2.74E-14	8-HR	2ND
32.69187489	-96.84765173	0	2	3.27E-17	8-HR	2ND
32.69187431	-96.84567682	0	2	7.37E-19	8-HR	2ND
32.69354992	-96.8832	0	6	0.00750899	8-HR	2ND
32.6935499	-96.88122506	0	6	0.0262374	8-HR	2ND
32.69354985	-96.87925012	0	6	0.0765891	8-HR	2ND
32.69354978	-96.87727518	0	6	0.12731	8-HR	2ND
32.69354967	-96.87530024	0	6	0.0794048	8-HR	2ND
32.69354953	-96.87332529	0	6	0.0707806	8-HR	2ND
32.69354936	-96.87135035	0	6	0.0839995	8-HR	2ND
32.69354916	-96.86937541	0	6	0.151563	8-HR	2ND
32.69354892	-96.86740047	0	6	0.264744	8-HR	2ND
32.69354866	-96.86542553	0	6	0.118831	8-HR	2ND
32.69354836	-96.86345059	0	6	0.0350083	8-HR	2ND
32.69354804	-96.86147565	0	6	0.00568669	8-HR	2ND
32.69354768	-96.85950071	0	5	0.000433721	8-HR	2ND
32.69354729	-96.85752577	0	5	2.65E-05	8-HR	2ND
32.69354687	-96.85555083	0	5	4.22E-07	8-HR	2ND
32.69354642	-96.85357589	0	4	1.19E-09	8-HR	2ND
32.69354594	-96.85160095	0	4	3.60E-11	8-HR	2ND
32.69354543	-96.849626	0	3	6.50E-14	8-HR	2ND
32.69354488	-96.84765106	0	2	1.10E-16	8-HR	2ND
32.69354431	-96.84567612	0	2	2.62E-18	8-HR	2ND
32.69521991	-96.8832	0	6	0.0178208	8-HR	2ND
32.6952199	-96.88122502	0	6	0.0346382	8-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69521985	-96.87925004	0	6	0.0689843	8-HR	2ND
32.69521977	-96.87727507	0	6	0.0948681	8-HR	2ND
32.69521966	-96.87530009	0	6	0.070372	8-HR	2ND
32.69521952	-96.87332511	0	6	0.0647181	8-HR	2ND
32.69521935	-96.87135013	0	6	0.0805819	8-HR	2ND
32.69521915	-96.86937516	0	6	0.142446	8-HR	2ND
32.69521892	-96.86740018	0	6	0.2243	8-HR	2ND
32.69521865	-96.8654252	0	6	0.0973381	8-HR	2ND
32.69521836	-96.86345022	0	6	0.0285126	8-HR	2ND
32.69521803	-96.86147525	0	6	0.0049882	8-HR	2ND
32.69521767	-96.85950027	0	5	0.00043037	8-HR	2ND
32.69521729	-96.85752529	0	5	2.92E-05	8-HR	2ND
32.69521687	-96.85555031	0	5	6.22E-07	8-HR	2ND
32.69521642	-96.85357533	0	4	2.04E-09	8-HR	2ND
32.69521593	-96.85160036	0	4	6.70E-11	8-HR	2ND
32.69521542	-96.84962538	0	3	1.46E-13	8-HR	2ND
32.69521488	-96.8476504	0	3	3.35E-16	8-HR	2ND
32.6952143	-96.84567542	0	2	8.45E-18	8-HR	2ND
32.6968899	-96.8832	0	6	0.0239075	8-HR	2ND
32.69688989	-96.88122499	0	6	0.0367731	8-HR	2ND
32.69688984	-96.87924997	0	6	0.0598219	8-HR	2ND
32.69688977	-96.87727496	0	6	0.0758677	8-HR	2ND
32.69688966	-96.87529994	0	6	0.0633576	8-HR	2ND
32.69688952	-96.87332493	0	6	0.0604585	8-HR	2ND
32.69688935	-96.87134991	0	6	0.0777976	8-HR	2ND
32.69688914	-96.8693749	0	6	0.133577	8-HR	2ND
32.69688891	-96.86739988	0	6	0.196708	8-HR	2ND
32.69688865	-96.86542487	0	6	0.0804008	8-HR	2ND
32.69688835	-96.86344986	0	6	0.0235921	8-HR	2ND
32.69688803	-96.86147484	0	6	0.00443996	8-HR	2ND
32.69688767	-96.85949983	0	5	0.000468228	8-HR	2ND
32.69688728	-96.85752481	0	5	3.08E-05	8-HR	2ND
32.69688686	-96.8555498	0	5	8.64E-07	8-HR	2ND
32.69688641	-96.85357478	0	4	3.23E-09	8-HR	2ND
32.69688593	-96.85159977	0	4	1.15E-10	8-HR	2ND
32.69688542	-96.84962476	0	3	3.66E-13	8-HR	2ND
32.69688487	-96.84764974	0	3	9.94E-16	8-HR	2ND
32.6968843	-96.84567473	0	2	2.49E-17	8-HR	2ND
32.6985599	-96.8832	0	6	0.026837	8-HR	2ND
32.69855988	-96.88122495	0	6	0.0356101	8-HR	2ND
32.69855984	-96.8792499	0	6	0.0523716	8-HR	2ND
32.69855976	-96.87727485	0	6	0.0636439	8-HR	2ND
32.69855965	-96.8752998	0	6	0.0576415	8-HR	2ND
32.69855951	-96.87332474	0	6	0.0573285	8-HR	2ND
32.69855934	-96.87134969	0	6	0.0752439	8-HR	2ND
32.69855914	-96.86937464	0	6	0.124886	8-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	6	0.173129	8-HR	2ND
32.69855864	-96.86542454	0	6	0.0669278	8-HR	2ND
32.69855835	-96.86344949	0	6	0.0197082	8-HR	2ND
32.69855802	-96.86147444	0	5	0.0039356	8-HR	2ND
32.69855766	-96.85949939	0	5	0.000465793	8-HR	2ND
32.69855727	-96.85752433	0	5	3.29E-05	8-HR	2ND
32.69855686	-96.85554928	0	5	1.15E-06	8-HR	2ND
32.6985564	-96.85357423	0	4	4.79E-09	8-HR	2ND
32.69855592	-96.85159918	0	4	1.82E-10	8-HR	2ND
32.69855541	-96.84962413	0	3	8.08E-13	8-HR	2ND
32.69855487	-96.84764908	0	3	3.00E-15	8-HR	2ND
32.69855429	-96.84567403	0	2	6.79E-17	8-HR	2ND
32.70022989	-96.8832	0	6	0.0267203	8-HR	2ND
32.70022988	-96.88122491	0	6	0.0336357	8-HR	2ND
32.70022983	-96.87924982	0	6	0.0466448	8-HR	2ND
32.70022975	-96.87727474	0	6	0.0551644	8-HR	2ND
32.70022965	-96.87529965	0	6	0.0529395	8-HR	2ND
32.70022951	-96.87332456	0	6	0.0548987	8-HR	2ND
32.70022933	-96.87134947	0	6	0.0728502	8-HR	2ND
32.70022913	-96.86937438	0	6	0.117011	8-HR	2ND
32.7002289	-96.8673993	0	6	0.156452	8-HR	2ND
32.70022864	-96.86542421	0	6	0.0561218	8-HR	2ND
32.70022834	-96.86344912	0	6	0.0166516	8-HR	2ND
32.70022801	-96.86147403	0	5	0.00353629	8-HR	2ND
32.70022766	-96.85949894	0	5	0.000450872	8-HR	2ND
32.70022727	-96.85752386	0	5	3.49E-05	8-HR	2ND
32.70022685	-96.85554877	0	5	6.01E-07	8-HR	2ND
32.7002264	-96.85357368	0	4	6.80E-09	8-HR	2ND
32.70022592	-96.85159859	0	4	2.65E-10	8-HR	2ND
32.70022541	-96.84962351	0	3	1.31E-12	8-HR	2ND
32.70022486	-96.84764842	0	3	6.84E-15	8-HR	2ND
32.70022429	-96.84567333	0	3	1.72E-16	8-HR	2ND
32.6685	-96.8832	0	1	5.46E-21	1-HR	2ND
32.66849998	-96.88122561	0	1	2.25E-21	1-HR	2ND
32.66849994	-96.87925122	0	1	1.06E-21	1-HR	2ND
32.66849986	-96.87727683	0	1	2.94E-22	1-HR	2ND
32.66849975	-96.87530244	0	1	4.34E-21	1-HR	2ND
32.66849961	-96.87332805	0	1	7.17E-21	1-HR	2ND
32.66849944	-96.87135366	0	1	1.70E-20	1-HR	2ND
32.66849924	-96.86937927	0	1	2.10E-22	1-HR	2ND
32.66849901	-96.86740488	0	1	1.74E-24	1-HR	2ND
32.66849874	-96.86543049	0	-1	0	1-HR	2ND
32.66849845	-96.8634561	0	-1	0	1-HR	2ND
32.66849812	-96.86148171	0	-1	0	1-HR	2ND
32.66849776	-96.85950732	0	-1	0	1-HR	2ND
32.66849738	-96.85753293	0	-1	0	1-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.66849696	-96.85555854	0	-1	0	1-HR	2ND
32.66849651	-96.85358415	0	-1	0	1-HR	2ND
32.66849602	-96.85160976	0	-1	0	1-HR	2ND
32.66849551	-96.84963537	0	-1	0	1-HR	2ND
32.66849497	-96.84766098	0	-1	0	1-HR	2ND
32.66849439	-96.84568659	0	-1	0	1-HR	2ND
32.67016999	-96.8832	0	1	8.00E-21	1-HR	2ND
32.67016998	-96.88122557	0	1	4.29E-21	1-HR	2ND
32.67016993	-96.87925115	0	2	4.90E-20	1-HR	2ND
32.67016985	-96.87727672	0	2	3.01E-18	1-HR	2ND
32.67016975	-96.87530229	0	2	2.69E-17	1-HR	2ND
32.67016961	-96.87332787	0	2	8.07E-16	1-HR	2ND
32.67016944	-96.87135344	0	2	5.69E-16	1-HR	2ND
32.67016923	-96.86937901	0	2	4.66E-16	1-HR	2ND
32.670169	-96.86740459	0	2	4.18E-18	1-HR	2ND
32.67016874	-96.86543016	0	-1	0	1-HR	2ND
32.67016844	-96.86345573	0	-1	0	1-HR	2ND
32.67016812	-96.86148131	0	-1	0	1-HR	2ND
32.67016776	-96.85950688	0	-1	0	1-HR	2ND
32.67016737	-96.85753245	0	0	1.70E-25	1-HR	2ND
32.67016695	-96.85555803	0	-1	0	1-HR	2ND
32.6701665	-96.8535836	0	-1	0	1-HR	2ND
32.67016602	-96.85160917	0	-1	0	1-HR	2ND
32.67016551	-96.84963475	0	-1	0	1-HR	2ND
32.67016496	-96.84766032	0	-1	0	1-HR	2ND
32.67016439	-96.84568589	0	-1	0	1-HR	2ND
32.67183999	-96.8832	0	2	1.73E-19	1-HR	2ND
32.67183997	-96.88122554	0	2	3.09E-18	1-HR	2ND
32.67183993	-96.87925107	0	2	2.40E-16	1-HR	2ND
32.67183985	-96.87727661	0	3	5.00E-15	1-HR	2ND
32.67183974	-96.87530215	0	3	3.24E-13	1-HR	2ND
32.6718396	-96.87332768	0	3	2.10E-12	1-HR	2ND
32.67183943	-96.87135322	0	4	4.76E-11	1-HR	2ND
32.67183923	-96.86937876	0	3	6.89E-12	1-HR	2ND
32.67183899	-96.86740429	0	3	4.60E-13	1-HR	2ND
32.67183873	-96.86542983	0	-1	0	1-HR	2ND
32.67183844	-96.86345537	0	-1	0	1-HR	2ND
32.67183811	-96.8614809	0	2	1.26E-16	1-HR	2ND
32.67183775	-96.85950644	0	3	1.46E-14	1-HR	2ND
32.67183736	-96.85753198	0	2	6.27E-18	1-HR	2ND
32.67183694	-96.85555751	0	1	2.51E-22	1-HR	2ND
32.67183649	-96.85358305	0	0	2.79E-25	1-HR	2ND
32.67183601	-96.85160859	0	-1	0	1-HR	2ND
32.6718355	-96.84963412	0	-1	0	1-HR	2ND
32.67183496	-96.84765966	0	-1	0	1-HR	2ND
32.67183438	-96.8456852	0	0	4.20E-27	1-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67350998	-96.8832	0	2	6.77E-17	1-HR	2ND
32.67350997	-96.8812255	0	3	5.23E-15	1-HR	2ND
32.67350992	-96.879251	0	3	1.12E-13	1-HR	2ND
32.67350984	-96.8772765	0	3	1.15E-11	1-HR	2ND
32.67350973	-96.875302	0	4	2.07E-10	1-HR	2ND
32.67350959	-96.8733275	0	4	1.11E-08	1-HR	2ND
32.67350942	-96.871353	0	4	4.32E-08	1-HR	2ND
32.67350922	-96.8693785	0	4	5.09E-07	1-HR	2ND
32.67350899	-96.867404	0	4	5.78E-08	1-HR	2ND
32.67350873	-96.8654295	0	-1	0	1-HR	2ND
32.67350843	-96.863455	0	3	1.48E-11	1-HR	2ND
32.6735081	-96.8614805	0	4	8.69E-09	1-HR	2ND
32.67350775	-96.859506	0	4	1.27E-09	1-HR	2ND
32.67350736	-96.8575315	0	3	1.08E-12	1-HR	2ND
32.67350694	-96.855557	0	2	2.92E-18	1-HR	2ND
32.67350649	-96.8535825	0	1	6.94E-21	1-HR	2ND
32.67350601	-96.851608	0	1	8.32E-22	1-HR	2ND
32.67350549	-96.8496335	0	-1	0	1-HR	2ND
32.67350495	-96.847659	0	0	1.34E-26	1-HR	2ND
32.67350438	-96.8456845	0	0	1.81E-25	1-HR	2ND
32.67517998	-96.8832	0	3	4.91E-14	1-HR	2ND
32.67517996	-96.88122546	0	3	1.20E-12	1-HR	2ND
32.67517992	-96.87925093	0	4	1.16E-10	1-HR	2ND
32.67517984	-96.87727639	0	4	3.14E-09	1-HR	2ND
32.67517973	-96.87530185	0	4	1.52E-07	1-HR	2ND
32.67517959	-96.87332732	0	5	1.88E-06	1-HR	2ND
32.67517942	-96.87135278	0	5	7.49E-05	1-HR	2ND
32.67517922	-96.86937824	0	5	0.000179237	1-HR	2ND
32.67517898	-96.8674037	0	5	0.000660184	1-HR	2ND
32.67517872	-96.86542917	0	5	2.34E-05	1-HR	2ND
32.67517842	-96.86345463	0	5	0.00140569	1-HR	2ND
32.6751781	-96.86148009	0	5	0.00349799	1-HR	2ND
32.67517774	-96.85950556	0	4	3.85E-07	1-HR	2ND
32.67517735	-96.85753102	0	4	9.01E-10	1-HR	2ND
32.67517693	-96.85555648	0	3	4.14E-14	1-HR	2ND
32.67517648	-96.85358195	0	2	5.06E-18	1-HR	2ND
32.675176	-96.85160741	0	2	2.93E-19	1-HR	2ND
32.67517549	-96.84963287	0	1	2.04E-24	1-HR	2ND
32.67517495	-96.84765834	0	0	4.28E-25	1-HR	2ND
32.67517437	-96.8456838	0	1	4.34E-24	1-HR	2ND
32.67684997	-96.8832	0	3	7.16E-12	1-HR	2ND
32.67684996	-96.88122543	0	4	5.75E-10	1-HR	2ND
32.67684991	-96.87925085	0	4	1.82E-08	1-HR	2ND
32.67684983	-96.87727628	0	4	6.54E-07	1-HR	2ND
32.67684972	-96.87530171	0	5	1.27E-05	1-HR	2ND
32.67684958	-96.87332713	0	5	0.000360241	1-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67684941	-96.87135256	0	5	0.00282403	1-HR	2ND
32.67684921	-96.86937798	0	6	0.0694413	1-HR	2ND
32.67684898	-96.86740341	0	6	2.87848	1-HR	2ND
32.67684871	-96.86542884	0	6	0.102817	1-HR	2ND
32.67684842	-96.86345426	0	6	2.41673	1-HR	2ND
32.67684809	-96.86147969	0	6	0.155935	1-HR	2ND
32.67684774	-96.85950512	0	5	1.16E-05	1-HR	2ND
32.67684735	-96.85753054	0	4	4.18E-08	1-HR	2ND
32.67684693	-96.85555597	0	3	6.45E-12	1-HR	2ND
32.67684648	-96.8535814	0	2	6.44E-16	1-HR	2ND
32.676846	-96.85160682	0	2	2.29E-17	1-HR	2ND
32.67684548	-96.84963225	0	1	4.80E-22	1-HR	2ND
32.67684494	-96.84765768	0	1	4.27E-24	1-HR	2ND
32.67684437	-96.8456831	0	1	1.23E-22	1-HR	2ND
32.67851997	-96.8832	0	4	1.84E-09	1-HR	2ND
32.67851995	-96.88122539	0	4	5.87E-08	1-HR	2ND
32.6785199	-96.87925078	0	5	1.65E-06	1-HR	2ND
32.67851983	-96.87727617	0	5	3.64E-05	1-HR	2ND
32.67851972	-96.87530156	0	5	0.000654858	1-HR	2ND
32.67851958	-96.87332695	0	5	0.00669835	1-HR	2ND
32.67851941	-96.87135234	0	6	0.10409	1-HR	2ND
32.67851921	-96.86937773	0	6	0.410036	1-HR	2ND
32.67851897	-96.86740312	0	6	3.69359	1-HR	2ND
32.67851871	-96.86542851	0	6	2.39516	1-HR	2ND
32.67851841	-96.8634539	0	6	2.20504	1-HR	2ND
32.67851809	-96.86147929	0	6	0.179979	1-HR	2ND
32.67851773	-96.85950468	0	5	0.000122039	1-HR	2ND
32.67851734	-96.85753007	0	4	4.84E-07	1-HR	2ND
32.67851692	-96.85555546	0	4	1.68E-10	1-HR	2ND
32.67851647	-96.85358085	0	3	2.51E-14	1-HR	2ND
32.67851599	-96.85160624	0	2	6.64E-16	1-HR	2ND
32.67851548	-96.84963163	0	2	2.95E-20	1-HR	2ND
32.67851493	-96.84765702	0	1	1.37E-22	1-HR	2ND
32.67851436	-96.84568241	0	1	1.30E-21	1-HR	2ND
32.68018996	-96.8832	0	4	7.88E-08	1-HR	2ND
32.68018995	-96.88122535	0	5	3.09E-06	1-HR	2ND
32.6801899	-96.87925071	0	5	6.96E-05	1-HR	2ND
32.68018982	-96.87727606	0	5	0.000919899	1-HR	2ND
32.68018971	-96.87530141	0	5	0.00870529	1-HR	2ND
32.68018957	-96.87332676	0	6	0.0798951	1-HR	2ND
32.6801894	-96.87135212	0	6	0.18209	1-HR	2ND
32.6801892	-96.86937747	0	6	1.12212	1-HR	2ND
32.68018897	-96.86740282	0	6	9.18933	1-HR	2ND
32.6801887	-96.86542818	0	6	2.7161	1-HR	2ND
32.68018841	-96.86345353	0	6	1.18666	1-HR	2ND
32.68018808	-96.86147888	0	6	0.150199	1-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68018772	-96.85950424	0	5	0.000436671	1-HR	2ND
32.68018734	-96.85752959	0	5	2.66E-06	1-HR	2ND
32.68018692	-96.85555494	0	4	2.14E-09	1-HR	2ND
32.68018647	-96.85358029	0	3	4.29E-13	1-HR	2ND
32.68018598	-96.85160565	0	3	9.65E-15	1-HR	2ND
32.68018547	-96.849631	0	2	8.32E-19	1-HR	2ND
32.68018493	-96.84765635	0	1	1.63E-21	1-HR	2ND
32.68018435	-96.84568171	0	1	3.80E-21	1-HR	2ND
32.68185996	-96.8832	0	5	4.84E-06	1-HR	2ND
32.68185994	-96.88122532	0	5	0.000111122	1-HR	2ND
32.68185989	-96.87925063	0	5	0.00115492	1-HR	2ND
32.68185982	-96.87727595	0	5	0.00909704	1-HR	2ND
32.68185971	-96.87530126	0	6	0.0660281	1-HR	2ND
32.68185957	-96.87332658	0	6	0.114344	1-HR	2ND
32.6818594	-96.8713519	0	6	0.194571	1-HR	2ND
32.68185919	-96.86937721	0	6	4.07269	1-HR	2ND
32.68185896	-96.86740253	0	6	7.39718	1-HR	2ND
32.6818587	-96.86542785	0	6	2.06885	1-HR	2ND
32.6818584	-96.86345316	0	6	0.893317	1-HR	2ND
32.68185808	-96.86147848	0	6	0.121951	1-HR	2ND
32.68185772	-96.85950379	0	5	0.000869573	1-HR	2ND
32.68185733	-96.85752911	0	5	8.97E-06	1-HR	2ND
32.68185691	-96.85555443	0	4	1.45E-08	1-HR	2ND
32.68185646	-96.85357974	0	3	4.08E-12	1-HR	2ND
32.68185598	-96.85160506	0	3	8.48E-14	1-HR	2ND
32.68185547	-96.84963038	0	2	1.32E-17	1-HR	2ND
32.68185492	-96.84765569	0	1	6.38E-21	1-HR	2ND
32.68185435	-96.84568101	0	1	6.09E-21	1-HR	2ND
32.68352995	-96.8832	0	5	0.000146217	1-HR	2ND
32.68352993	-96.88122528	0	5	0.00134129	1-HR	2ND
32.68352989	-96.87925056	0	5	0.00899628	1-HR	2ND
32.68352981	-96.87727584	0	6	0.054677	1-HR	2ND
32.6835297	-96.87530112	0	6	0.0810971	1-HR	2ND
32.68352956	-96.8733264	0	6	0.123257	1-HR	2ND
32.68352939	-96.87135168	0	6	2.68577	1-HR	2ND
32.68352919	-96.86937696	0	6	6.55249	1-HR	2ND
32.68352896	-96.86740224	0	6	6.19084	1-HR	2ND
32.68352869	-96.86542752	0	6	1.44245	1-HR	2ND
32.6835284	-96.86345279	0	6	0.731805	1-HR	2ND
32.68352807	-96.86147807	0	6	0.102022	1-HR	2ND
32.68352771	-96.85950335	0	5	0.00131926	1-HR	2ND
32.68352732	-96.85752863	0	5	2.18E-05	1-HR	2ND
32.68352691	-96.85555391	0	4	6.12E-08	1-HR	2ND
32.68352646	-96.85357919	0	3	2.51E-11	1-HR	2ND
32.68352597	-96.85160447	0	3	5.13E-13	1-HR	2ND
32.68352546	-96.84962975	0	2	1.34E-16	1-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68352492	-96.84765503	0	1	2.06E-20	1-HR	2ND
32.68352434	-96.84568031	0	1	1.43E-20	1-HR	2ND
32.68519994	-96.8832	0	5	0.00126504	1-HR	2ND
32.68519993	-96.88122524	0	5	0.00809955	1-HR	2ND
32.68519988	-96.87925049	0	5	0.0448729	1-HR	2ND
32.6851998	-96.87727573	0	6	0.0607913	1-HR	2ND
32.6851997	-96.87530097	0	6	0.0886541	1-HR	2ND
32.68519956	-96.87332621	0	6	3.17055	1-HR	2ND
32.68519939	-96.87135146	0	6	4.43234	1-HR	2ND
32.68519918	-96.8693767	0	6	7.25298	1-HR	2ND
32.68519895	-96.86740194	0	6	5.47742	1-HR	2ND
32.68519869	-96.86542718	0	6	1.40561	1-HR	2ND
32.68519839	-96.86345243	0	6	0.636704	1-HR	2ND
32.68519806	-96.86147767	0	6	0.0867464	1-HR	2ND
32.68519771	-96.85950291	0	5	0.00175993	1-HR	2ND
32.68519732	-96.85752816	0	5	4.21E-05	1-HR	2ND
32.6851969	-96.8555534	0	4	1.76E-07	1-HR	2ND
32.68519645	-96.85357864	0	4	1.11E-10	1-HR	2ND
32.68519597	-96.85160388	0	3	2.32E-12	1-HR	2ND
32.68519546	-96.84962913	0	2	9.46E-16	1-HR	2ND
32.68519491	-96.84765437	0	2	2.32E-19	1-HR	2ND
32.68519434	-96.84567961	0	2	4.13E-20	1-HR	2ND
32.68686994	-96.8832	0	5	0.00667126	1-HR	2ND
32.68686992	-96.88122521	0	5	0.0351335	1-HR	2ND
32.68686988	-96.87925041	0	5	0.0468739	1-HR	2ND
32.6868698	-96.87727562	0	6	0.148005	1-HR	2ND
32.68686969	-96.87530082	0	6	1.09245	1-HR	2ND
32.68686955	-96.87332603	0	6	4.69819	1-HR	2ND
32.68686938	-96.87135124	0	6	4.41997	1-HR	2ND
32.68686918	-96.86937644	0	6	7.09489	1-HR	2ND
32.68686894	-96.86740165	0	6	6.49505	1-HR	2ND
32.68686868	-96.86542685	0	6	1.39417	1-HR	2ND
32.68686839	-96.86345206	0	6	0.581058	1-HR	2ND
32.68686806	-96.86147727	0	6	0.075198	1-HR	2ND
32.6868677	-96.85950247	0	5	0.00218754	1-HR	2ND
32.68686731	-96.85752768	0	5	7.21E-05	1-HR	2ND
32.68686689	-96.85555288	0	4	3.99E-07	1-HR	2ND
32.68686644	-96.85357809	0	4	3.79E-10	1-HR	2ND
32.68686596	-96.8516033	0	3	8.36E-12	1-HR	2ND
32.68686545	-96.8496285	0	3	4.84E-15	1-HR	2ND
32.68686491	-96.84765371	0	2	1.85E-18	1-HR	2ND
32.68686433	-96.84567892	0	2	8.70E-20	1-HR	2ND
32.68853993	-96.8832	0	5	0.0272469	1-HR	2ND
32.68853992	-96.88122517	0	5	0.0367288	1-HR	2ND
32.68853987	-96.87925034	0	6	0.106436	1-HR	2ND
32.68853979	-96.87727551	0	6	3.47376	1-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68853968	-96.87530068	0	6	3.1202	1-HR	2ND
32.68853954	-96.87332585	0	6	4.0402	1-HR	2ND
32.68853937	-96.87135102	0	6	4.68423	1-HR	2ND
32.68853917	-96.86937618	0	6	8.2236	1-HR	2ND
32.68853894	-96.86740135	0	6	4.48065	1-HR	2ND
32.68853867	-96.86542652	0	6	1.40452	1-HR	2ND
32.68853838	-96.86345169	0	6	0.549285	1-HR	2ND
32.68853805	-96.86147686	0	6	0.0667511	1-HR	2ND
32.6885377	-96.85950203	0	5	0.00261506	1-HR	2ND
32.68853731	-96.8575272	0	5	0.000111188	1-HR	2ND
32.68853689	-96.85555237	0	4	7.75E-07	1-HR	2ND
32.68853644	-96.85357754	0	4	1.05E-09	1-HR	2ND
32.68853596	-96.85160271	0	3	2.47E-11	1-HR	2ND
32.68853544	-96.84962788	0	3	2.12E-14	1-HR	2ND
32.6885349	-96.84765305	0	2	1.22E-17	1-HR	2ND
32.68853433	-96.84567822	0	2	2.22E-19	1-HR	2ND
32.69020993	-96.8832	0	5	0.0290781	1-HR	2ND
32.69020991	-96.88122513	0	5	0.0416306	1-HR	2ND
32.69020987	-96.87925026	0	6	0.692856	1-HR	2ND
32.69020979	-96.8772754	0	6	4.81824	1-HR	2ND
32.69020968	-96.87530053	0	6	3.65617	1-HR	2ND
32.69020954	-96.87332566	0	6	3.73436	1-HR	2ND
32.69020937	-96.87135079	0	6	5.08392	1-HR	2ND
32.69020917	-96.86937593	0	6	4.45006	1-HR	2ND
32.69020893	-96.86740106	0	6	3.22654	1-HR	2ND
32.69020867	-96.86542619	0	6	1.37557	1-HR	2ND
32.69020837	-96.86345133	0	6	0.445257	1-HR	2ND
32.69020805	-96.86147646	0	6	0.0593831	1-HR	2ND
32.69020769	-96.85950159	0	5	0.00301007	1-HR	2ND
32.6902073	-96.85752672	0	5	0.000156187	1-HR	2ND
32.69020688	-96.85555186	0	4	1.34E-06	1-HR	2ND
32.69020643	-96.85357699	0	4	2.48E-09	1-HR	2ND
32.69020595	-96.85160212	0	4	6.16E-11	1-HR	2ND
32.69020544	-96.84962725	0	3	7.44E-14	1-HR	2ND
32.6902049	-96.84765239	0	2	6.18E-17	1-HR	2ND
32.69020432	-96.84567752	0	2	1.16E-18	1-HR	2ND
32.69187992	-96.8832	0	5	0.0299669	1-HR	2ND
32.69187991	-96.8812251	0	6	0.126415	1-HR	2ND
32.69187986	-96.87925019	0	6	5.40942	1-HR	2ND
32.69187978	-96.87727529	0	6	4.30894	1-HR	2ND
32.69187967	-96.87530038	0	6	3.53708	1-HR	2ND
32.69187953	-96.87332548	0	6	3.69145	1-HR	2ND
32.69187936	-96.87135057	0	6	5.58378	1-HR	2ND
32.69187916	-96.86937567	0	6	1.56477	1-HR	2ND
32.69187893	-96.86740077	0	6	2.60398	1-HR	2ND
32.69187866	-96.86542586	0	6	1.16555	1-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69187837	-96.86345096	0	6	0.350029	1-HR	2ND
32.69187804	-96.86147605	0	6	0.051959	1-HR	2ND
32.69187769	-96.85950115	0	5	0.00345245	1-HR	2ND
32.6918773	-96.85752625	0	5	0.000187507	1-HR	2ND
32.69187688	-96.85555134	0	5	2.17E-06	1-HR	2ND
32.69187643	-96.85357644	0	4	5.13E-09	1-HR	2ND
32.69187595	-96.85160153	0	4	1.40E-10	1-HR	2ND
32.69187543	-96.84962663	0	3	2.19E-13	1-HR	2ND
32.69187489	-96.84765173	0	2	2.61E-16	1-HR	2ND
32.69187431	-96.84567682	0	2	5.09E-18	1-HR	2ND
32.69354992	-96.8832	0	6	0.0600719	1-HR	2ND
32.6935499	-96.88122506	0	6	0.569706	1-HR	2ND
32.69354985	-96.87925012	0	6	6.06366	1-HR	2ND
32.69354978	-96.87727518	0	6	3.90682	1-HR	2ND
32.69354967	-96.87530024	0	6	3.34008	1-HR	2ND
32.69354953	-96.87332529	0	6	3.83195	1-HR	2ND
32.69354936	-96.87135035	0	6	3.5253	1-HR	2ND
32.69354916	-96.86937541	0	6	1.2125	1-HR	2ND
32.69354892	-96.86740047	0	6	2.11795	1-HR	2ND
32.69354866	-96.86542553	0	6	0.948657	1-HR	2ND
32.69354836	-96.86345059	0	6	0.280031	1-HR	2ND
32.69354804	-96.86147565	0	5	0.0454935	1-HR	2ND
32.69354768	-96.85950071	0	5	0.00346977	1-HR	2ND
32.69354729	-96.85752577	0	5	0.000212097	1-HR	2ND
32.69354687	-96.85555083	0	5	3.38E-06	1-HR	2ND
32.69354642	-96.85357589	0	4	9.54E-09	1-HR	2ND
32.69354594	-96.85160095	0	4	2.88E-10	1-HR	2ND
32.69354543	-96.849626	0	3	5.20E-13	1-HR	2ND
32.69354488	-96.84765106	0	2	8.78E-16	1-HR	2ND
32.69354431	-96.84567612	0	2	1.94E-17	1-HR	2ND
32.69521991	-96.8832	0	6	0.142566	1-HR	2ND
32.6952199	-96.88122502	0	6	1.64687	1-HR	2ND
32.69521985	-96.87925004	0	6	5.32592	1-HR	2ND
32.69521977	-96.87727507	0	6	3.56012	1-HR	2ND
32.69521966	-96.87530009	0	6	3.23063	1-HR	2ND
32.69521952	-96.87332511	0	6	4.09524	1-HR	2ND
32.69521935	-96.87135013	0	6	1.75643	1-HR	2ND
32.69521915	-96.86937516	0	6	1.13957	1-HR	2ND
32.69521892	-96.86740018	0	6	1.7944	1-HR	2ND
32.69521865	-96.8654252	0	6	0.778368	1-HR	2ND
32.69521836	-96.86345022	0	6	0.228099	1-HR	2ND
32.69521803	-96.86147525	0	5	0.0399056	1-HR	2ND
32.69521767	-96.85950027	0	5	0.00344296	1-HR	2ND
32.69521729	-96.85752529	0	5	0.000233727	1-HR	2ND
32.69521687	-96.85555031	0	5	4.97E-06	1-HR	2ND
32.69521642	-96.85357533	0	4	1.63E-08	1-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69521593	-96.85160036	0	4	5.36E-10	1-HR	2ND
32.69521542	-96.84962538	0	3	1.17E-12	1-HR	2ND
32.69521488	-96.8476504	0	3	2.67E-15	1-HR	2ND
32.6952143	-96.84567542	0	2	6.46E-17	1-HR	2ND
32.6968899	-96.8832	0	6	0.29004	1-HR	2ND
32.69688989	-96.88122499	0	6	2.59694	1-HR	2ND
32.69688984	-96.87924997	0	6	4.5797	1-HR	2ND
32.69688977	-96.87727496	0	6	3.29245	1-HR	2ND
32.69688966	-96.87529994	0	6	3.23476	1-HR	2ND
32.69688952	-96.87332493	0	6	2.94099	1-HR	2ND
32.69688935	-96.87134991	0	6	0.825638	1-HR	2ND
32.69688914	-96.8693749	0	6	1.06861	1-HR	2ND
32.69688891	-96.86739988	0	6	1.57367	1-HR	2ND
32.69688865	-96.86542487	0	6	0.643052	1-HR	2ND
32.69688835	-96.86344986	0	6	0.188737	1-HR	2ND
32.69688803	-96.86147484	0	5	0.0355197	1-HR	2ND
32.69688767	-96.85949983	0	5	0.00374582	1-HR	2ND
32.69688728	-96.85752481	0	5	0.000246327	1-HR	2ND
32.69688686	-96.8555498	0	5	6.91E-06	1-HR	2ND
32.69688641	-96.85357478	0	4	2.58E-08	1-HR	2ND
32.69688593	-96.85159977	0	4	9.22E-10	1-HR	2ND
32.69688542	-96.84962476	0	3	2.93E-12	1-HR	2ND
32.69688487	-96.84764974	0	3	7.95E-15	1-HR	2ND
32.6968843	-96.84567473	0	2	1.94E-16	1-HR	2ND
32.6985599	-96.8832	0	6	0.734855	1-HR	2ND
32.69855988	-96.88122495	0	6	3.11675	1-HR	2ND
32.69855984	-96.8792499	0	6	4.00075	1-HR	2ND
32.69855976	-96.87727485	0	6	3.11294	1-HR	2ND
32.69855965	-96.8752998	0	6	3.32968	1-HR	2ND
32.69855951	-96.87332474	0	6	1.74971	1-HR	2ND
32.69855934	-96.87134969	0	6	0.601951	1-HR	2ND
32.69855914	-96.86937464	0	6	0.999088	1-HR	2ND
32.69855891	-96.86739959	0	6	1.38503	1-HR	2ND
32.69855864	-96.86542454	0	6	0.535343	1-HR	2ND
32.69855835	-96.86344949	0	6	0.157665	1-HR	2ND
32.69855802	-96.86147444	0	5	0.0314848	1-HR	2ND
32.69855766	-96.85949939	0	5	0.00372634	1-HR	2ND
32.69855727	-96.85752433	0	5	0.000263364	1-HR	2ND
32.69855686	-96.85554928	0	5	9.23E-06	1-HR	2ND
32.6985564	-96.85357423	0	4	3.83E-08	1-HR	2ND
32.69855592	-96.85159918	0	4	1.46E-09	1-HR	2ND
32.69855541	-96.84962413	0	3	6.47E-12	1-HR	2ND
32.69855487	-96.84764908	0	3	2.40E-14	1-HR	2ND
32.69855429	-96.84567403	0	2	5.33E-16	1-HR	2ND
32.70022989	-96.8832	0	6	1.27477	1-HR	2ND
32.70022988	-96.88122491	0	6	3.29529	1-HR	2ND

RBD Emissions - CO Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	CO ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.70022983	-96.87924982	0	6	3.57321	1-HR	2ND
32.70022975	-96.87727474	0	6	3.01982	1-HR	2ND
32.70022965	-96.87529965	0	6	2.59201	1-HR	2ND
32.70022951	-96.87332456	0	6	0.987804	1-HR	2ND
32.70022933	-96.87134947	0	6	0.582801	1-HR	2ND
32.70022913	-96.86937438	0	6	0.936091	1-HR	2ND
32.7002289	-96.8673993	0	6	1.25162	1-HR	2ND
32.70022864	-96.86542421	0	6	0.44894	1-HR	2ND
32.70022834	-96.86344912	0	6	0.133213	1-HR	2ND
32.70022801	-96.86147403	0	5	0.0282903	1-HR	2ND
32.70022766	-96.85949894	0	5	0.00360698	1-HR	2ND
32.70022727	-96.85752386	0	5	0.000279246	1-HR	2ND
32.70022685	-96.85554877	0	5	4.81E-06	1-HR	2ND
32.7002264	-96.85357368	0	4	5.44E-08	1-HR	2ND
32.70022592	-96.85159859	0	4	2.12E-09	1-HR	2ND
32.70022541	-96.84962351	0	3	1.05E-11	1-HR	2ND
32.70022486	-96.84764842	0	3	5.47E-14	1-HR	2ND
32.70022429	-96.84567333	0	3	1.35E-15	1-HR	2ND

RBD Emissions - NMHC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6685	-96.8832	0	0	0.00179127	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00229364	1-HR	1ST
32.66849994	-96.87925122	0	1	0.00293023	1-HR	1ST
32.66849986	-96.87727683	0	1	0.003762	1-HR	1ST
32.66849975	-96.87530244	0	1	0.00490765	1-HR	1ST
32.66849961	-96.87332805	0	1	0.00663131	1-HR	1ST
32.66849944	-96.87135366	0	2	0.00966368	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0164228	1-HR	1ST
32.66849901	-96.86740488	0	2	0.0237474	1-HR	1ST
32.66849874	-96.86543049	0	2	0.0137446	1-HR	1ST
32.66849845	-96.8634561	0	1	0.00754632	1-HR	1ST
32.66849812	-96.86148171	0	1	0.00492655	1-HR	1ST
32.66849776	-96.85950732	0	1	0.00347746	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00254256	1-HR	1ST
32.66849696	-96.85555854	0	0	0.001888	1-HR	1ST
32.66849651	-96.85358415	0	0	0.0015451	1-HR	1ST
32.66849602	-96.85160976	0	0	0.00193931	1-HR	1ST
32.66849551	-96.84963537	0	1	0.0029403	1-HR	1ST
32.66849497	-96.84766098	0	1	0.00349733	1-HR	1ST
32.66849439	-96.84568659	0	1	0.00358667	1-HR	1ST
32.67016999	-96.8832	0	0	0.00183884	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00235254	1-HR	1ST
32.67016993	-96.87925115	0	1	0.00300554	1-HR	1ST
32.67016985	-96.87727672	0	1	0.00386249	1-HR	1ST
32.67016975	-96.87530229	0	1	0.00504655	1-HR	1ST
32.67016961	-96.87332787	0	1	0.0068369	1-HR	1ST
32.67016944	-96.87135344	0	2	0.01004	1-HR	1ST
32.67016923	-96.86937901	0	2	0.017689	1-HR	1ST
32.670169	-96.86740459	0	3	0.0273538	1-HR	1ST
32.67016874	-96.86543016	0	2	0.0147246	1-HR	1ST
32.67016844	-96.86345573	0	1	0.00783181	1-HR	1ST
32.67016812	-96.86148131	0	1	0.00507998	1-HR	1ST
32.67016776	-96.85950688	0	1	0.0035772	1-HR	1ST
32.67016737	-96.85753245	0	0	0.00261318	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00225284	1-HR	1ST
32.6701665	-96.8535836	0	1	0.00312048	1-HR	1ST
32.67016602	-96.85160917	0	1	0.00457599	1-HR	1ST
32.67016551	-96.84963475	0	1	0.00516342	1-HR	1ST
32.67016496	-96.84766032	0	1	0.00485763	1-HR	1ST
32.67016439	-96.84568589	0	1	0.00443251	1-HR	1ST
32.67183999	-96.8832	0	0	0.00188711	1-HR	1ST
32.67183997	-96.88122554	0	0	0.00241182	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00308159	1-HR	1ST
32.67183985	-96.87727661	0	1	0.00396255	1-HR	1ST
32.67183974	-96.87530215	0	1	0.0051832	1-HR	1ST
32.6718396	-96.87332768	0	1	0.0070398	1-HR	1ST

RBD Emissions - NMHC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67183943	-96.87135322	0	2	0.0104321	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0192478	1-HR	1ST
32.67183899	-96.86740429	0	3	0.0329266	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0159137	1-HR	1ST
32.67183844	-96.86345537	0	1	0.0081251	1-HR	1ST
32.67183811	-96.8614809	0	1	0.00523163	1-HR	1ST
32.67183775	-96.85950644	0	1	0.00372832	1-HR	1ST
32.67183736	-96.85753198	0	1	0.00417791	1-HR	1ST
32.67183694	-96.85555751	0	1	0.00534258	1-HR	1ST
32.67183649	-96.85358305	0	1	0.00662577	1-HR	1ST
32.67183601	-96.85160859	0	1	0.00690463	1-HR	1ST
32.6718355	-96.84963412	0	1	0.00621999	1-HR	1ST
32.67183496	-96.84765966	0	1	0.00543232	1-HR	1ST
32.67183438	-96.8456852	0	1	0.00477642	1-HR	1ST
32.67350998	-96.8832	0	0	0.00193596	1-HR	1ST
32.67350997	-96.8812255	0	0	0.00247204	1-HR	1ST
32.67350992	-96.879251	0	1	0.00315793	1-HR	1ST
32.67350984	-96.8772765	0	1	0.00406199	1-HR	1ST
32.67350973	-96.875302	0	1	0.00531798	1-HR	1ST
32.67350959	-96.8733275	0	1	0.00724429	1-HR	1ST
32.67350942	-96.871353	0	2	0.0108584	1-HR	1ST
32.67350922	-96.8693785	0	2	0.021315	1-HR	1ST
32.67350899	-96.867404	0	3	0.04439	1-HR	1ST
32.67350873	-96.8654295	0	2	0.0174552	1-HR	1ST
32.67350843	-96.863455	0	2	0.00843899	1-HR	1ST
32.6735081	-96.8614805	0	1	0.0065142	1-HR	1ST
32.67350775	-96.859506	0	2	0.00870943	1-HR	1ST
32.67350736	-96.8575315	0	2	0.0100653	1-HR	1ST
32.67350694	-96.855557	0	2	0.00990542	1-HR	1ST
32.67350649	-96.8535825	0	2	0.00877143	1-HR	1ST
32.67350601	-96.851608	0	1	0.00760249	1-HR	1ST
32.67350549	-96.8496335	0	1	0.00647228	1-HR	1ST
32.67350495	-96.847659	0	1	0.00556556	1-HR	1ST
32.67350438	-96.8456845	0	1	0.0048448	1-HR	1ST
32.67517998	-96.8832	0	0	0.0019854	1-HR	1ST
32.67517996	-96.88122546	0	0	0.00253262	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00323447	1-HR	1ST
32.67517984	-96.87727639	0	1	0.00416059	1-HR	1ST
32.67517973	-96.87530185	0	1	0.005452	1-HR	1ST
32.67517959	-96.87332732	0	1	0.0074531	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0113197	1-HR	1ST
32.67517922	-96.86937824	0	2	0.0237091	1-HR	1ST
32.67517898	-96.8674037	0	3	0.0644817	1-HR	1ST
32.67517872	-96.86542917	0	2	0.0192992	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0119572	1-HR	1ST
32.6751781	-96.86148009	0	3	0.0343291	1-HR	1ST

RBD Emissions - NMHC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67517774	-96.85950556	0	2	0.0160575	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0141125	1-HR	1ST
32.67517693	-96.85555648	0	2	0.0113324	1-HR	1ST
32.67517648	-96.85358195	0	2	0.00902816	1-HR	1ST
32.675176	-96.85160741	0	1	0.00752166	1-HR	1ST
32.67517549	-96.84963287	0	1	0.00637464	1-HR	1ST
32.67517495	-96.84765834	0	1	0.00547706	1-HR	1ST
32.67517437	-96.8456838	0	1	0.00476833	1-HR	1ST
32.67684997	-96.8832	0	0	0.00203525	1-HR	1ST
32.67684996	-96.88122543	0	0	0.00259373	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00331097	1-HR	1ST
32.67684983	-96.87727628	0	1	0.0042586	1-HR	1ST
32.67684972	-96.87530171	0	1	0.00558575	1-HR	1ST
32.67684958	-96.87332713	0	1	0.0076677	1-HR	1ST
32.67684941	-96.87135256	0	2	0.0118261	1-HR	1ST
32.67684921	-96.86937798	0	3	0.0261276	1-HR	1ST
32.67684898	-96.86740341	0	4	0.211051	1-HR	1ST
32.67684871	-96.86542884	0	2	0.0224721	1-HR	1ST
32.67684842	-96.86345426	0	5	0.488582	1-HR	1ST
32.67684809	-96.86147969	0	4	0.109152	1-HR	1ST
32.67684774	-96.85950512	0	2	0.0187622	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0142905	1-HR	1ST
32.67684693	-96.85555597	0	2	0.0108892	1-HR	1ST
32.67684648	-96.8535814	0	2	0.00864707	1-HR	1ST
32.676846	-96.85160682	0	1	0.00720361	1-HR	1ST
32.67684548	-96.84963225	0	1	0.00612932	1-HR	1ST
32.67684494	-96.84765768	0	1	0.00528861	1-HR	1ST
32.67684437	-96.8456831	0	1	0.0046241	1-HR	1ST
32.67851997	-96.8832	0	0	0.00208551	1-HR	1ST
32.67851995	-96.88122539	0	0	0.00265509	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00338725	1-HR	1ST
32.67851983	-96.87727617	0	1	0.00435643	1-HR	1ST
32.67851972	-96.87530156	0	1	0.00572104	1-HR	1ST
32.67851958	-96.87332695	0	1	0.00789472	1-HR	1ST
32.67851941	-96.87135234	0	2	0.0123966	1-HR	1ST
32.67851921	-96.86937773	0	3	0.0490605	1-HR	1ST
32.67851897	-96.86740312	0	5	0.285625	1-HR	1ST
32.67851871	-96.86542851	0	5	0.572713	1-HR	1ST
32.67851841	-96.8634539	0	4	0.134384	1-HR	1ST
32.67851809	-96.86147929	0	3	0.0717294	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0177939	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0130545	1-HR	1ST
32.67851692	-96.85555546	0	2	0.0101025	1-HR	1ST
32.67851647	-96.85358085	0	1	0.00816093	1-HR	1ST
32.67851599	-96.85160624	0	1	0.00682755	1-HR	1ST
32.67851548	-96.84963163	0	1	0.00583856	1-HR	1ST

RBD Emissions - NMHC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67851493	-96.84765702	0	1	0.00506754	1-HR	1ST
32.67851436	-96.84568241	0	1	0.00445325	1-HR	1ST
32.68018996	-96.8832	0	0	0.00213637	1-HR	1ST
32.68018995	-96.88122535	0	1	0.00271687	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00346359	1-HR	1ST
32.68018982	-96.87727606	0	1	0.00445459	1-HR	1ST
32.68018971	-96.87530141	0	1	0.00585943	1-HR	1ST
32.68018957	-96.87332676	0	1	0.00814038	1-HR	1ST
32.6801894	-96.87135212	0	2	0.0219254	1-HR	1ST
32.6801892	-96.86937747	0	4	0.0982096	1-HR	1ST
32.68018897	-96.86740282	0	6	1.334	1-HR	1ST
32.6801887	-96.86542818	0	5	0.33483	1-HR	1ST
32.68018841	-96.86345353	0	4	0.0906939	1-HR	1ST
32.68018808	-96.86147888	0	3	0.0521133	1-HR	1ST
32.68018772	-96.85950424	0	2	0.0170698	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0119004	1-HR	1ST
32.68018692	-96.85555494	0	2	0.00941372	1-HR	1ST
32.68018647	-96.85358029	0	1	0.00769931	1-HR	1ST
32.68018598	-96.85160565	0	1	0.00646669	1-HR	1ST
32.68018547	-96.849631	0	1	0.00555128	1-HR	1ST
32.68018493	-96.84765635	0	1	0.00484193	1-HR	1ST
32.68018435	-96.84568171	0	1	0.00427567	1-HR	1ST
32.68185996	-96.8832	0	0	0.00218736	1-HR	1ST
32.68185994	-96.88122532	0	1	0.00277878	1-HR	1ST
32.68185989	-96.87925063	0	1	0.00353989	1-HR	1ST
32.68185982	-96.87727595	0	1	0.00455308	1-HR	1ST
32.68185971	-96.87530126	0	1	0.00600318	1-HR	1ST
32.68185957	-96.87332658	0	2	0.0112837	1-HR	1ST
32.6818594	-96.8713519	0	3	0.0706874	1-HR	1ST
32.68185919	-96.86937721	0	6	1.22952	1-HR	1ST
32.68185896	-96.86740253	0	6	0.768067	1-HR	1ST
32.6818587	-96.86542785	0	4	0.136671	1-HR	1ST
32.6818584	-96.86345316	0	3	0.0682594	1-HR	1ST
32.68185808	-96.86147848	0	3	0.040912	1-HR	1ST
32.68185772	-96.85950379	0	2	0.0167076	1-HR	1ST
32.68185733	-96.85752911	0	2	0.0110629	1-HR	1ST
32.68185691	-96.85555443	0	2	0.00885277	1-HR	1ST
32.68185646	-96.85357974	0	1	0.00729652	1-HR	1ST
32.68185598	-96.85160506	0	1	0.00614676	1-HR	1ST
32.68185547	-96.84963038	0	1	0.00528825	1-HR	1ST
32.68185492	-96.84765569	0	1	0.00462866	1-HR	1ST
32.68185435	-96.84568101	0	1	0.00410354	1-HR	1ST
32.68352995	-96.8832	0	0	0.00223889	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00284073	1-HR	1ST
32.68352989	-96.87925056	0	1	0.0036161	1-HR	1ST
32.68352981	-96.87727584	0	1	0.00465297	1-HR	1ST

RBD Emissions - NMHC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6835297	-96.87530112	0	1	0.00687941	1-HR	1ST
32.68352956	-96.8733264	0	3	0.0458022	1-HR	1ST
32.68352939	-96.87135168	0	6	1.0839	1-HR	1ST
32.68352919	-96.86937696	0	6	1.25197	1-HR	1ST
32.68352896	-96.86740224	0	5	0.651084	1-HR	1ST
32.68352869	-96.86542752	0	4	0.1247	1-HR	1ST
32.6835284	-96.86345279	0	3	0.0555283	1-HR	1ST
32.68352807	-96.86147807	0	3	0.0339771	1-HR	1ST
32.68352771	-96.85950335	0	2	0.0162441	1-HR	1ST
32.68352732	-96.85752863	0	2	0.0104889	1-HR	1ST
32.68352691	-96.85555391	0	2	0.00838487	1-HR	1ST
32.68352646	-96.85357919	0	1	0.00695021	1-HR	1ST
32.68352597	-96.85160447	0	1	0.00586814	1-HR	1ST
32.68352546	-96.84962975	0	1	0.00505276	1-HR	1ST
32.68352492	-96.84765503	0	1	0.00443128	1-HR	1ST
32.68352434	-96.84568031	0	1	0.00394031	1-HR	1ST
32.68519994	-96.8832	0	0	0.00229052	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00290254	1-HR	1ST
32.68519988	-96.87925049	0	1	0.00369259	1-HR	1ST
32.6851998	-96.87727573	0	1	0.00475503	1-HR	1ST
32.6851997	-96.87530097	0	3	0.0322662	1-HR	1ST
32.68519956	-96.87332621	0	6	1.17927	1-HR	1ST
32.68519939	-96.87135146	0	6	0.950663	1-HR	1ST
32.68519918	-96.8693767	0	6	0.831596	1-HR	1ST
32.68519895	-96.86740194	0	5	0.546333	1-HR	1ST
32.68519869	-96.86542718	0	4	0.125241	1-HR	1ST
32.68519839	-96.86345243	0	3	0.0483517	1-HR	1ST
32.68519806	-96.86147767	0	3	0.029494	1-HR	1ST
32.68519771	-96.85950291	0	2	0.0156915	1-HR	1ST
32.68519732	-96.85752816	0	2	0.0100791	1-HR	1ST
32.6851969	-96.8555534	0	1	0.00799147	1-HR	1ST
32.68519645	-96.85357864	0	1	0.00664582	1-HR	1ST
32.68519597	-96.85160388	0	1	0.00562362	1-HR	1ST
32.68519546	-96.84962913	0	1	0.00484696	1-HR	1ST
32.68519491	-96.84765437	0	1	0.00425631	1-HR	1ST
32.68519434	-96.84567961	0	1	0.00379308	1-HR	1ST
32.68686994	-96.8832	0	0	0.00234212	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00296445	1-HR	1ST
32.68686988	-96.87925041	0	1	0.00376988	1-HR	1ST
32.6868698	-96.87727562	0	3	0.026016	1-HR	1ST
32.68686969	-96.87530082	0	6	0.909322	1-HR	1ST
32.68686955	-96.87332603	0	6	0.967083	1-HR	1ST
32.68686938	-96.87135124	0	6	0.830616	1-HR	1ST
32.68686918	-96.86937644	0	5	0.566414	1-HR	1ST
32.68686894	-96.86740165	0	5	0.542421	1-HR	1ST
32.68686868	-96.86542685	0	4	0.125052	1-HR	1ST

RBD Emissions - NMHC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68686839	-96.86345206	0	3	0.0444532	1-HR	1ST
32.68686806	-96.86147727	0	3	0.0264819	1-HR	1ST
32.6868677	-96.85950247	0	2	0.0151409	1-HR	1ST
32.68686731	-96.85752768	0	2	0.009808	1-HR	1ST
32.68686689	-96.85555288	0	1	0.00767212	1-HR	1ST
32.68686644	-96.85357809	0	1	0.00637896	1-HR	1ST
32.68686596	-96.8516033	0	1	0.00540625	1-HR	1ST
32.68686545	-96.8496285	0	1	0.00466234	1-HR	1ST
32.68686491	-96.84765371	0	1	0.00409843	1-HR	1ST
32.68686433	-96.84567892	0	1	0.00366157	1-HR	1ST
32.68853993	-96.8832	0	0	0.00239393	1-HR	1ST
32.68853992	-96.88122517	0	1	0.00302672	1-HR	1ST
32.68853987	-96.87925034	0	3	0.0302296	1-HR	1ST
32.68853979	-96.87727551	0	6	1.04176	1-HR	1ST
32.68853968	-96.87530068	0	6	0.925657	1-HR	1ST
32.68853954	-96.87332585	0	6	0.764505	1-HR	1ST
32.68853937	-96.87135102	0	5	0.648584	1-HR	1ST
32.68853917	-96.86937618	0	5	0.524326	1-HR	1ST
32.68853894	-96.86740135	0	5	0.36594	1-HR	1ST
32.68853867	-96.86542652	0	4	0.122575	1-HR	1ST
32.68853838	-96.86345169	0	3	0.042446	1-HR	1ST
32.68853805	-96.86147686	0	2	0.0244249	1-HR	1ST
32.6885377	-96.85950203	0	2	0.0146326	1-HR	1ST
32.68853731	-96.8575272	0	2	0.00960378	1-HR	1ST
32.68853689	-96.85555237	0	1	0.00741635	1-HR	1ST
32.68853644	-96.85357754	0	1	0.00615203	1-HR	1ST
32.68853596	-96.85160271	0	1	0.00521798	1-HR	1ST
32.68853544	-96.84962788	0	1	0.00450425	1-HR	1ST
32.6885349	-96.84765305	0	1	0.00396282	1-HR	1ST
32.68853433	-96.84567822	0	1	0.00354749	1-HR	1ST
32.69020993	-96.8832	0	0	0.00244594	1-HR	1ST
32.69020991	-96.88122513	0	3	0.0301972	1-HR	1ST
32.69020987	-96.87925026	0	5	0.369989	1-HR	1ST
32.69020979	-96.8772754	0	6	0.852622	1-HR	1ST
32.69020968	-96.87530053	0	5	0.749678	1-HR	1ST
32.69020954	-96.87332566	0	5	0.638892	1-HR	1ST
32.69020937	-96.87135079	0	5	0.532936	1-HR	1ST
32.69020917	-96.86937593	0	5	0.276145	1-HR	1ST
32.69020893	-96.86740106	0	5	0.262244	1-HR	1ST
32.69020867	-96.86542619	0	4	0.116053	1-HR	1ST
32.69020837	-96.86345133	0	3	0.0413398	1-HR	1ST
32.69020805	-96.86147646	0	2	0.022996	1-HR	1ST
32.69020769	-96.85950159	0	2	0.0141546	1-HR	1ST
32.6902073	-96.85752672	0	2	0.00943261	1-HR	1ST
32.69020688	-96.85555186	0	1	0.0072121	1-HR	1ST
32.69020643	-96.85357699	0	1	0.0059521	1-HR	1ST

RBD Emissions - NMHC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69020595	-96.85160212	0	1	0.00505164	1-HR	1ST
32.69020544	-96.84962725	0	1	0.00436712	1-HR	1ST
32.6902049	-96.84765239	0	1	0.00384971	1-HR	1ST
32.69020432	-96.84567752	0	1	0.00345467	1-HR	1ST
32.69187992	-96.8832	0	2	0.0199887	1-HR	1ST
32.69187991	-96.8812251	0	4	0.195208	1-HR	1ST
32.69187986	-96.87925019	0	5	0.710545	1-HR	1ST
32.69187978	-96.87727529	0	5	0.709975	1-HR	1ST
32.69187967	-96.87530038	0	5	0.625441	1-HR	1ST
32.69187953	-96.87332548	0	5	0.537022	1-HR	1ST
32.69187936	-96.87135057	0	5	0.399615	1-HR	1ST
32.69187916	-96.86937567	0	4	0.141807	1-HR	1ST
32.69187893	-96.86740077	0	4	0.209545	1-HR	1ST
32.69187866	-96.86542586	0	4	0.104863	1-HR	1ST
32.69187837	-96.86345096	0	3	0.0406531	1-HR	1ST
32.69187804	-96.86147605	0	2	0.0220004	1-HR	1ST
32.69187769	-96.85950115	0	2	0.0137305	1-HR	1ST
32.6918773	-96.85752625	0	2	0.00928374	1-HR	1ST
32.69187688	-96.85555134	0	1	0.00704602	1-HR	1ST
32.69187643	-96.85357644	0	1	0.00578778	1-HR	1ST
32.69187595	-96.85160153	0	1	0.00491118	1-HR	1ST
32.69187543	-96.84962663	0	1	0.00425264	1-HR	1ST
32.69187489	-96.84765173	0	1	0.00375605	1-HR	1ST
32.69187431	-96.84567682	0	1	0.00337866	1-HR	1ST
32.69354992	-96.8832	0	4	0.110083	1-HR	1ST
32.6935499	-96.88122506	0	5	0.440309	1-HR	1ST
32.69354985	-96.87925012	0	5	0.670353	1-HR	1ST
32.69354978	-96.87727518	0	5	0.608859	1-HR	1ST
32.69354967	-96.87530024	0	5	0.532789	1-HR	1ST
32.69354953	-96.87332529	0	5	0.436532	1-HR	1ST
32.69354936	-96.87135035	0	4	0.232579	1-HR	1ST
32.69354916	-96.86937541	0	4	0.121778	1-HR	1ST
32.69354892	-96.86740047	0	4	0.166348	1-HR	1ST
32.69354866	-96.86542553	0	4	0.0939007	1-HR	1ST
32.69354836	-96.86345059	0	3	0.0399774	1-HR	1ST
32.69354804	-96.86147565	0	2	0.0213407	1-HR	1ST
32.69354768	-96.85950071	0	2	0.0133984	1-HR	1ST
32.69354729	-96.85752577	0	2	0.0091472	1-HR	1ST
32.69354687	-96.85555083	0	1	0.0069109	1-HR	1ST
32.69354642	-96.85357589	0	1	0.00564851	1-HR	1ST
32.69354594	-96.85160095	0	1	0.00479718	1-HR	1ST
32.69354543	-96.849626	0	1	0.00416223	1-HR	1ST
32.69354488	-96.84765106	0	1	0.00368514	1-HR	1ST
32.69354431	-96.84567612	0	1	0.00332242	1-HR	1ST
32.69521991	-96.8832	0	5	0.268184	1-HR	1ST
32.6952199	-96.88122502	0	5	0.543715	1-HR	1ST

RBD Emissions - NMHC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69521985	-96.87925004	0	5	0.588005	1-HR	1ST
32.69521977	-96.87727507	0	5	0.52657	1-HR	1ST
32.69521966	-96.87530009	0	5	0.449173	1-HR	1ST
32.69521952	-96.87332511	0	5	0.315162	1-HR	1ST
32.69521935	-96.87135013	0	4	0.137137	1-HR	1ST
32.69521915	-96.86937516	0	4	0.0998521	1-HR	1ST
32.69521892	-96.86740018	0	4	0.138059	1-HR	1ST
32.69521865	-96.8654252	0	4	0.0841898	1-HR	1ST
32.69521836	-96.86345022	0	3	0.0390964	1-HR	1ST
32.69521803	-96.86147525	0	2	0.0208822	1-HR	1ST
32.69521767	-96.85950027	0	2	0.0130986	1-HR	1ST
32.69521729	-96.85752529	0	2	0.00902625	1-HR	1ST
32.69521687	-96.85555031	0	1	0.00681091	1-HR	1ST
32.69521642	-96.85357533	0	1	0.00554481	1-HR	1ST
32.69521593	-96.85160036	0	1	0.0047055	1-HR	1ST
32.69521542	-96.84962538	0	1	0.00409298	1-HR	1ST
32.69521488	-96.8476504	0	1	0.00363253	1-HR	1ST
32.6952143	-96.84567542	0	1	0.00328137	1-HR	1ST
32.6968899	-96.8832	0	5	0.395296	1-HR	1ST
32.69688989	-96.88122499	0	5	0.537472	1-HR	1ST
32.69688984	-96.87924997	0	5	0.516702	1-HR	1ST
32.69688977	-96.87727496	0	5	0.45354	1-HR	1ST
32.69688966	-96.87529994	0	5	0.357775	1-HR	1ST
32.69688952	-96.87332493	0	4	0.201422	1-HR	1ST
32.69688935	-96.87134991	0	4	0.124622	1-HR	1ST
32.69688914	-96.8693749	0	4	0.0832999	1-HR	1ST
32.69688891	-96.86739988	0	4	0.118637	1-HR	1ST
32.69688865	-96.86542487	0	3	0.0759422	1-HR	1ST
32.69688835	-96.86344986	0	3	0.037918	1-HR	1ST
32.69688803	-96.86147484	0	2	0.0205601	1-HR	1ST
32.69688767	-96.85949983	0	2	0.0128976	1-HR	1ST
32.69688728	-96.85752481	0	2	0.00892243	1-HR	1ST
32.69688686	-96.8555498	0	1	0.00673363	1-HR	1ST
32.69688641	-96.85357478	0	1	0.00546508	1-HR	1ST
32.69688593	-96.85159977	0	1	0.00463821	1-HR	1ST
32.69688542	-96.84962476	0	1	0.00404238	1-HR	1ST
32.69688487	-96.84764974	0	1	0.00359444	1-HR	1ST
32.6968843	-96.84567473	0	1	0.00325073	1-HR	1ST
32.6985599	-96.8832	0	5	0.449152	1-HR	1ST
32.69855988	-96.88122495	0	5	0.495504	1-HR	1ST
32.69855984	-96.8792499	0	5	0.453142	1-HR	1ST
32.69855976	-96.87727485	0	5	0.379661	1-HR	1ST
32.69855965	-96.8752998	0	5	0.263591	1-HR	1ST
32.69855951	-96.87332474	0	4	0.159739	1-HR	1ST
32.69855934	-96.87134969	0	4	0.111108	1-HR	1ST
32.69855914	-96.86937464	0	3	0.0769157	1-HR	1ST

RBD Emissions - NMHC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69855891	-96.86739959	0	4	0.10309	1-HR	1ST
32.69855864	-96.86542454	0	3	0.0689033	1-HR	1ST
32.69855835	-96.86344949	0	3	0.0365908	1-HR	1ST
32.69855802	-96.86147444	0	2	0.0202953	1-HR	1ST
32.69855766	-96.85949939	0	2	0.0127368	1-HR	1ST
32.69855727	-96.85752433	0	2	0.00884589	1-HR	1ST
32.69855686	-96.85554928	0	1	0.00667836	1-HR	1ST
32.6985564	-96.85357423	0	1	0.0054102	1-HR	1ST
32.69855592	-96.85159918	0	1	0.00459159	1-HR	1ST
32.69855541	-96.84962413	0	1	0.0040094	1-HR	1ST
32.69855487	-96.84764908	0	1	0.00356916	1-HR	1ST
32.69855429	-96.84567403	0	1	0.00322818	1-HR	1ST
32.70022989	-96.8832	0	5	0.450432	1-HR	1ST
32.70022988	-96.88122491	0	5	0.446133	1-HR	1ST
32.70022983	-96.87924982	0	5	0.390915	1-HR	1ST
32.70022975	-96.87727474	0	5	0.303268	1-HR	1ST
32.70022965	-96.87529965	0	4	0.200997	1-HR	1ST
32.70022951	-96.87332456	0	4	0.141482	1-HR	1ST
32.70022933	-96.87134947	0	4	0.0976167	1-HR	1ST
32.70022913	-96.86937438	0	3	0.0711875	1-HR	1ST
32.7002289	-96.8673993	0	4	0.0918558	1-HR	1ST
32.70022864	-96.86542421	0	3	0.0630406	1-HR	1ST
32.70022834	-96.86344912	0	3	0.0352099	1-HR	1ST
32.70022801	-96.86147403	0	2	0.0200497	1-HR	1ST
32.70022766	-96.85949894	0	2	0.0126196	1-HR	1ST
32.70022727	-96.85752386	0	2	0.00879104	1-HR	1ST
32.70022685	-96.85554877	0	1	0.00664421	1-HR	1ST
32.7002264	-96.85357368	0	1	0.00537616	1-HR	1ST
32.70022592	-96.85159859	0	1	0.00456187	1-HR	1ST
32.70022541	-96.84962351	0	1	0.00398651	1-HR	1ST
32.70022486	-96.84764842	0	1	0.00355006	1-HR	1ST
32.70022429	-96.84567333	0	1	0.00321079	1-HR	1ST

RBD Emissions - NMHC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6685	-96.8832	0	0	0.00179127	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00229364	1-HR	1ST
32.66849994	-96.87925122	0	1	0.00293023	1-HR	1ST
32.66849986	-96.87727683	0	1	0.003762	1-HR	1ST
32.66849975	-96.87530244	0	1	0.00490765	1-HR	1ST
32.66849961	-96.87332805	0	1	0.00663131	1-HR	1ST
32.66849944	-96.87135366	0	2	0.00966368	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0164228	1-HR	1ST
32.66849901	-96.86740488	0	2	0.0237474	1-HR	1ST
32.66849874	-96.86543049	0	2	0.0137446	1-HR	1ST
32.66849845	-96.8634561	0	1	0.00754632	1-HR	1ST
32.66849812	-96.86148171	0	1	0.00492655	1-HR	1ST
32.66849776	-96.85950732	0	1	0.00347746	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00254256	1-HR	1ST
32.66849696	-96.85555854	0	0	0.00188798	1-HR	1ST
32.66849651	-96.85358415	0	0	0.00146456	1-HR	1ST
32.66849602	-96.85160976	0	0	0.00145842	1-HR	1ST
32.66849551	-96.84963537	0	0	0.00208895	1-HR	1ST
32.66849497	-96.84766098	0	1	0.00290059	1-HR	1ST
32.66849439	-96.84568659	0	1	0.00319536	1-HR	1ST
32.67016999	-96.8832	0	0	0.00183884	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00235254	1-HR	1ST
32.67016993	-96.87925115	0	1	0.00300554	1-HR	1ST
32.67016985	-96.87727672	0	1	0.00386249	1-HR	1ST
32.67016975	-96.87530229	0	1	0.00504655	1-HR	1ST
32.67016961	-96.87332787	0	1	0.0068369	1-HR	1ST
32.67016944	-96.87135344	0	2	0.01004	1-HR	1ST
32.67016923	-96.86937901	0	2	0.017689	1-HR	1ST
32.670169	-96.86740459	0	3	0.0273538	1-HR	1ST
32.67016874	-96.86543016	0	2	0.0147246	1-HR	1ST
32.67016844	-96.86345573	0	1	0.00783181	1-HR	1ST
32.67016812	-96.86148131	0	1	0.00507998	1-HR	1ST
32.67016776	-96.85950688	0	1	0.0035772	1-HR	1ST
32.67016737	-96.85753245	0	1	0.00261262	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00219483	1-HR	1ST
32.6701665	-96.8535836	0	1	0.0026296	1-HR	1ST
32.67016602	-96.85160917	0	1	0.00350424	1-HR	1ST
32.67016551	-96.84963475	0	1	0.00411057	1-HR	1ST
32.67016496	-96.84766032	0	1	0.00427102	1-HR	1ST
32.67016439	-96.84568589	0	1	0.00406505	1-HR	1ST
32.67183999	-96.8832	0	0	0.00188711	1-HR	1ST
32.67183997	-96.88122554	0	0	0.00241182	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00308159	1-HR	1ST
32.67183985	-96.87727661	0	1	0.00396255	1-HR	1ST
32.67183974	-96.87530215	0	1	0.0051832	1-HR	1ST
32.6718396	-96.87332768	0	1	0.0070398	1-HR	1ST

RBD Emissions - NMHC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67183943	-96.87135322	0	2	0.0104321	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0192478	1-HR	1ST
32.67183899	-96.86740429	0	3	0.0329266	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0159137	1-HR	1ST
32.67183844	-96.86345537	0	1	0.0081251	1-HR	1ST
32.67183811	-96.8614809	0	1	0.00523163	1-HR	1ST
32.67183775	-96.85950644	0	1	0.00367766	1-HR	1ST
32.67183736	-96.85753198	0	1	0.00345276	1-HR	1ST
32.67183694	-96.85555751	0	1	0.00465801	1-HR	1ST
32.67183649	-96.85358305	0	1	0.00578703	1-HR	1ST
32.67183601	-96.85160859	0	1	0.00590714	1-HR	1ST
32.6718355	-96.84963412	0	1	0.0054865	1-HR	1ST
32.67183496	-96.84765966	0	1	0.00498275	1-HR	1ST
32.67183438	-96.8456852	0	1	0.00448041	1-HR	1ST
32.67350998	-96.8832	0	0	0.00193596	1-HR	1ST
32.67350997	-96.8812255	0	0	0.00247204	1-HR	1ST
32.67350992	-96.879251	0	1	0.00315793	1-HR	1ST
32.67350984	-96.8772765	0	1	0.00406199	1-HR	1ST
32.67350973	-96.875302	0	1	0.00531798	1-HR	1ST
32.67350959	-96.8733275	0	1	0.00724429	1-HR	1ST
32.67350942	-96.871353	0	2	0.0108584	1-HR	1ST
32.67350922	-96.8693785	0	2	0.021315	1-HR	1ST
32.67350899	-96.867404	0	3	0.04439	1-HR	1ST
32.67350873	-96.8654295	0	2	0.0174552	1-HR	1ST
32.67350843	-96.863455	0	2	0.00843899	1-HR	1ST
32.6735081	-96.8614805	0	1	0.00541431	1-HR	1ST
32.67350775	-96.859506	0	1	0.00518505	1-HR	1ST
32.67350736	-96.8575315	0	1	0.00730487	1-HR	1ST
32.67350694	-96.855557	0	2	0.00847539	1-HR	1ST
32.67350649	-96.8535825	0	1	0.00802957	1-HR	1ST
32.67350601	-96.851608	0	1	0.00689252	1-HR	1ST
32.67350549	-96.8496335	0	1	0.00596306	1-HR	1ST
32.67350495	-96.847659	0	1	0.00522307	1-HR	1ST
32.67350438	-96.8456845	0	1	0.00460896	1-HR	1ST
32.67517998	-96.8832	0	0	0.0019854	1-HR	1ST
32.67517996	-96.88122546	0	0	0.00253262	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00323447	1-HR	1ST
32.67517984	-96.87727639	0	1	0.00416059	1-HR	1ST
32.67517973	-96.87530185	0	1	0.005452	1-HR	1ST
32.67517959	-96.87332732	0	1	0.0074531	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0113197	1-HR	1ST
32.67517922	-96.86937824	0	2	0.0237091	1-HR	1ST
32.67517898	-96.8674037	0	3	0.0644817	1-HR	1ST
32.67517872	-96.86542917	0	2	0.0192992	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0111366	1-HR	1ST
32.6751781	-96.86148009	0	3	0.028913	1-HR	1ST

RBD Emissions - NMHC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67517774	-96.85950556	0	2	0.0120021	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0116019	1-HR	1ST
32.67517693	-96.85555648	0	2	0.0103305	1-HR	1ST
32.67517648	-96.85358195	0	2	0.00852394	1-HR	1ST
32.675176	-96.85160741	0	1	0.00706528	1-HR	1ST
32.67517549	-96.84963287	0	1	0.00602221	1-HR	1ST
32.67517495	-96.84765834	0	1	0.00522182	1-HR	1ST
32.67517437	-96.8456838	0	1	0.00458241	1-HR	1ST
32.67684997	-96.8832	0	0	0.00203525	1-HR	1ST
32.67684996	-96.88122543	0	0	0.00259373	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00331097	1-HR	1ST
32.67684983	-96.87727628	0	1	0.0042586	1-HR	1ST
32.67684972	-96.87530171	0	1	0.00558575	1-HR	1ST
32.67684958	-96.87332713	0	1	0.0076677	1-HR	1ST
32.67684941	-96.87135256	0	2	0.0118261	1-HR	1ST
32.67684921	-96.86937798	0	2	0.0261276	1-HR	1ST
32.67684898	-96.86740341	0	4	0.211051	1-HR	1ST
32.67684871	-96.86542884	0	2	0.0235577	1-HR	1ST
32.67684842	-96.86345426	0	5	0.489931	1-HR	1ST
32.67684809	-96.86147969	0	4	0.103926	1-HR	1ST
32.67684774	-96.85950512	0	2	0.016367	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0128822	1-HR	1ST
32.67684693	-96.85555597	0	2	0.010239	1-HR	1ST
32.67684648	-96.8535814	0	2	0.00828887	1-HR	1ST
32.676846	-96.85160682	0	1	0.00690354	1-HR	1ST
32.67684548	-96.84963225	0	1	0.00588233	1-HR	1ST
32.67684494	-96.84765768	0	1	0.00509789	1-HR	1ST
32.67684437	-96.8456831	0	1	0.0044777	1-HR	1ST
32.67851997	-96.8832	0	0	0.00208551	1-HR	1ST
32.67851995	-96.88122539	0	1	0.00265509	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00338725	1-HR	1ST
32.67851983	-96.87727617	0	1	0.00435643	1-HR	1ST
32.67851972	-96.87530156	0	1	0.00572104	1-HR	1ST
32.67851958	-96.87332695	0	1	0.00789472	1-HR	1ST
32.67851941	-96.87135234	0	2	0.0123966	1-HR	1ST
32.67851921	-96.86937773	0	3	0.0490889	1-HR	1ST
32.67851897	-96.86740312	0	5	0.285731	1-HR	1ST
32.67851871	-96.86542851	0	5	0.395977	1-HR	1ST
32.67851841	-96.8634539	0	5	0.331509	1-HR	1ST
32.67851809	-96.86147929	0	3	0.0692921	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0163468	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0121915	1-HR	1ST
32.67851692	-96.85555546	0	2	0.00962422	1-HR	1ST
32.67851647	-96.85358085	0	1	0.00787936	1-HR	1ST
32.67851599	-96.85160624	0	1	0.00661424	1-HR	1ST
32.67851548	-96.84963163	0	1	0.0056609	1-HR	1ST

RBD Emissions - NMHC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67851493	-96.84765702	0	1	0.00492336	1-HR	1ST
32.67851436	-96.84568241	0	1	0.00433736	1-HR	1ST
32.68018996	-96.8832	0	0	0.00213637	1-HR	1ST
32.68018995	-96.88122535	0	1	0.00271687	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00346359	1-HR	1ST
32.68018982	-96.87727606	0	1	0.00445459	1-HR	1ST
32.68018971	-96.87530141	0	1	0.00585943	1-HR	1ST
32.68018957	-96.87332676	0	1	0.00814038	1-HR	1ST
32.6801894	-96.87135212	0	2	0.0220012	1-HR	1ST
32.6801892	-96.86937747	0	4	0.102113	1-HR	1ST
32.68018897	-96.86740282	0	6	1.05803	1-HR	1ST
32.6801887	-96.86542818	0	5	0.296424	1-HR	1ST
32.68018841	-96.86345353	0	4	0.247762	1-HR	1ST
32.68018808	-96.86147888	0	3	0.0505974	1-HR	1ST
32.68018772	-96.85950424	0	2	0.016067	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0112602	1-HR	1ST
32.68018692	-96.85555494	0	2	0.00901281	1-HR	1ST
32.68018647	-96.85358029	0	1	0.00745086	1-HR	1ST
32.68018598	-96.85160565	0	1	0.00629599	1-HR	1ST
32.68018547	-96.849631	0	1	0.00541706	1-HR	1ST
32.68018493	-96.84765635	0	1	0.00473078	1-HR	1ST
32.68018435	-96.84568171	0	1	0.00418312	1-HR	1ST
32.68185996	-96.8832	0	0	0.00218736	1-HR	1ST
32.68185994	-96.88122532	0	1	0.00277878	1-HR	1ST
32.68185989	-96.87925063	0	1	0.00353989	1-HR	1ST
32.68185982	-96.87727595	0	1	0.00455308	1-HR	1ST
32.68185971	-96.87530126	0	1	0.00600318	1-HR	1ST
32.68185957	-96.87332658	0	2	0.0113422	1-HR	1ST
32.6818594	-96.8713519	0	3	0.072338	1-HR	1ST
32.68185919	-96.86937721	0	6	1.48706	1-HR	1ST
32.68185896	-96.86740253	0	6	1.42842	1-HR	1ST
32.6818587	-96.86542785	0	4	0.250053	1-HR	1ST
32.6818584	-96.86345316	0	4	0.160338	1-HR	1ST
32.68185808	-96.86147848	0	3	0.039698	1-HR	1ST
32.68185772	-96.85950379	0	2	0.0159141	1-HR	1ST
32.68185733	-96.85752911	0	2	0.0105276	1-HR	1ST
32.68185691	-96.85555443	0	2	0.00849117	1-HR	1ST
32.68185646	-96.85357974	0	1	0.0070598	1-HR	1ST
32.68185598	-96.85160506	0	1	0.0059928	1-HR	1ST
32.68185547	-96.84963038	0	1	0.00517915	1-HR	1ST
32.68185492	-96.84765569	0	1	0.00454113	1-HR	1ST
32.68185435	-96.84568101	0	1	0.0040292	1-HR	1ST
32.68352995	-96.8832	0	0	0.00223889	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00284073	1-HR	1ST
32.68352989	-96.87925056	0	1	0.0036161	1-HR	1ST
32.68352981	-96.87727584	0	1	0.00465297	1-HR	1ST

RBD Emissions - NMHC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6835297	-96.87530112	0	1	0.00692651	1-HR	1ST
32.68352956	-96.8733264	0	3	0.0468318	1-HR	1ST
32.68352939	-96.87135168	0	6	1.32805	1-HR	1ST
32.68352919	-96.86937696	0	6	1.14623	1-HR	1ST
32.68352896	-96.86740224	0	6	1.23027	1-HR	1ST
32.68352869	-96.86542752	0	4	0.225758	1-HR	1ST
32.6835284	-96.86345279	0	4	0.104777	1-HR	1ST
32.68352807	-96.86147807	0	3	0.0328992	1-HR	1ST
32.68352771	-96.85950335	0	2	0.015598	1-HR	1ST
32.68352732	-96.85752863	0	2	0.0100387	1-HR	1ST
32.68352691	-96.85555391	0	1	0.00805954	1-HR	1ST
32.68352646	-96.85357919	0	1	0.00672135	1-HR	1ST
32.68352597	-96.85160447	0	1	0.00571955	1-HR	1ST
32.68352546	-96.84962975	0	1	0.00495603	1-HR	1ST
32.68352492	-96.84765503	0	1	0.0043588	1-HR	1ST
32.68352434	-96.84568031	0	1	0.00387924	1-HR	1ST
32.68519994	-96.8832	0	0	0.00229052	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00290254	1-HR	1ST
32.68519988	-96.87925049	0	1	0.00369259	1-HR	1ST
32.6851998	-96.87727573	0	1	0.00475503	1-HR	1ST
32.6851997	-96.87530097	0	3	0.0343798	1-HR	1ST
32.68519956	-96.87332621	0	6	1.01266	1-HR	1ST
32.68519939	-96.87135146	0	6	1.17051	1-HR	1ST
32.68519918	-96.8693767	0	6	0.876725	1-HR	1ST
32.68519895	-96.86740194	0	6	0.998147	1-HR	1ST
32.68519869	-96.86542718	0	4	0.189595	1-HR	1ST
32.68519839	-96.86345243	0	3	0.0717473	1-HR	1ST
32.68519806	-96.86147767	0	3	0.0284417	1-HR	1ST
32.68519771	-96.85950291	0	2	0.0151199	1-HR	1ST
32.68519732	-96.85752816	0	2	0.00969333	1-HR	1ST
32.6851969	-96.8555534	0	1	0.00770667	1-HR	1ST
32.68519645	-96.85357864	0	1	0.0064341	1-HR	1ST
32.68519597	-96.85160388	0	1	0.00548132	1-HR	1ST
32.68519546	-96.84962913	0	1	0.00475734	1-HR	1ST
32.68519491	-96.84765437	0	1	0.00419361	1-HR	1ST
32.68519434	-96.84567961	0	1	0.00374181	1-HR	1ST
32.68686994	-96.8832	0	0	0.00234212	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00296445	1-HR	1ST
32.68686988	-96.87925041	0	1	0.00376988	1-HR	1ST
32.6868698	-96.87727562	0	3	0.0287069	1-HR	1ST
32.68686969	-96.87530082	0	5	0.673375	1-HR	1ST
32.68686955	-96.87332603	0	6	1.04771	1-HR	1ST
32.68686938	-96.87135124	0	6	0.842174	1-HR	1ST
32.68686918	-96.86937644	0	6	0.861725	1-HR	1ST
32.68686894	-96.86740165	0	6	1.12703	1-HR	1ST
32.68686868	-96.86542685	0	4	0.15405	1-HR	1ST

RBD Emissions - NMHC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68686839	-96.86345206	0	3	0.0515406	1-HR	1ST
32.68686806	-96.86147727	0	2	0.0254388	1-HR	1ST
32.6868677	-96.85950247	0	2	0.0145865	1-HR	1ST
32.68686731	-96.85752768	0	2	0.00945201	1-HR	1ST
32.68686689	-96.85555288	0	1	0.00741282	1-HR	1ST
32.68686644	-96.85357809	0	1	0.00618266	1-HR	1ST
32.68686596	-96.8516033	0	1	0.00527137	1-HR	1ST
32.68686545	-96.8496285	0	1	0.00457777	1-HR	1ST
32.68686491	-96.84765371	0	1	0.00404239	1-HR	1ST
32.68686433	-96.84567892	0	1	0.00361681	1-HR	1ST
32.68853993	-96.8832	0	0	0.00239393	1-HR	1ST
32.68853992	-96.88122517	0	1	0.00302672	1-HR	1ST
32.68853987	-96.87925034	0	3	0.0346193	1-HR	1ST
32.68853979	-96.87727551	0	5	0.672548	1-HR	1ST
32.68853968	-96.87530068	0	6	0.856342	1-HR	1ST
32.68853954	-96.87332585	0	6	0.844229	1-HR	1ST
32.68853937	-96.87135102	0	5	0.624442	1-HR	1ST
32.68853917	-96.86937618	0	5	0.832528	1-HR	1ST
32.68853894	-96.86740135	0	5	0.675318	1-HR	1ST
32.68853867	-96.86542652	0	4	0.124138	1-HR	1ST
32.68853838	-96.86345169	0	3	0.0404348	1-HR	1ST
32.68853805	-96.86147686	0	2	0.0234255	1-HR	1ST
32.6885377	-96.85950203	0	2	0.0140871	1-HR	1ST
32.68853731	-96.8575272	0	2	0.00926512	1-HR	1ST
32.68853689	-96.85555237	0	1	0.00717601	1-HR	1ST
32.68853644	-96.85357754	0	1	0.00596905	1-HR	1ST
32.68853596	-96.85160271	0	1	0.00508929	1-HR	1ST
32.68853544	-96.84962788	0	1	0.00442301	1-HR	1ST
32.6885349	-96.84765305	0	1	0.00391053	1-HR	1ST
32.68853433	-96.84567822	0	1	0.0035072	1-HR	1ST
32.69020993	-96.8832	0	0	0.00244594	1-HR	1ST
32.69020991	-96.88122513	0	3	0.0280492	1-HR	1ST
32.69020987	-96.87925026	0	5	0.815219	1-HR	1ST
32.69020979	-96.8772754	0	5	0.681266	1-HR	1ST
32.69020968	-96.87530053	0	5	0.777527	1-HR	1ST
32.69020954	-96.87332566	0	5	0.660571	1-HR	1ST
32.69020937	-96.87135079	0	5	0.605778	1-HR	1ST
32.69020917	-96.86937593	0	5	0.815407	1-HR	1ST
32.69020893	-96.86740106	0	5	0.43121	1-HR	1ST
32.69020867	-96.86542619	0	4	0.113768	1-HR	1ST
32.69020837	-96.86345133	0	3	0.0396028	1-HR	1ST
32.69020805	-96.86147646	0	2	0.022071	1-HR	1ST
32.69020769	-96.85950159	0	2	0.0136291	1-HR	1ST
32.6902073	-96.85752672	0	2	0.00910671	1-HR	1ST
32.69020688	-96.85555186	0	1	0.00698577	1-HR	1ST
32.69020643	-96.85357699	0	1	0.00578124	1-HR	1ST

RBD Emissions - NMHC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69020595	-96.85160212	0	1	0.00492939	1-HR	1ST
32.69020544	-96.84962725	0	1	0.00428818	1-HR	1ST
32.6902049	-96.84765239	0	1	0.00379876	1-HR	1ST
32.69020432	-96.84567752	0	1	0.00341579	1-HR	1ST
32.69187992	-96.8832	0	2	0.0193186	1-HR	1ST
32.69187991	-96.8812251	0	5	0.280905	1-HR	1ST
32.69187986	-96.87925019	0	5	0.752606	1-HR	1ST
32.69187978	-96.87727529	0	5	0.670585	1-HR	1ST
32.69187967	-96.87530038	0	5	0.656978	1-HR	1ST
32.69187953	-96.87332548	0	5	0.533112	1-HR	1ST
32.69187936	-96.87135057	0	5	0.601275	1-HR	1ST
32.69187916	-96.86937567	0	5	0.73998	1-HR	1ST
32.69187893	-96.86740077	0	5	0.306603	1-HR	1ST
32.69187866	-96.86542586	0	4	0.103393	1-HR	1ST
32.69187837	-96.86345096	0	3	0.0391756	1-HR	1ST
32.69187804	-96.86147605	0	2	0.0211503	1-HR	1ST
32.69187769	-96.85950115	0	2	0.0132349	1-HR	1ST
32.6918773	-96.85752625	0	2	0.00897278	1-HR	1ST
32.69187688	-96.85555134	0	1	0.00683266	1-HR	1ST
32.69187643	-96.85357644	0	1	0.00562813	1-HR	1ST
32.69187595	-96.85160153	0	1	0.00479525	1-HR	1ST
32.69187543	-96.84962663	0	1	0.00417589	1-HR	1ST
32.69187489	-96.84765173	0	1	0.00370574	1-HR	1ST
32.69187431	-96.84567682	0	1	0.00334024	1-HR	1ST
32.69354992	-96.8832	0	4	0.134444	1-HR	1ST
32.6935499	-96.88122506	0	5	0.588363	1-HR	1ST
32.69354985	-96.87925012	0	5	0.615317	1-HR	1ST
32.69354978	-96.87727518	0	5	0.614548	1-HR	1ST
32.69354967	-96.87530024	0	5	0.546456	1-HR	1ST
32.69354953	-96.87332529	0	5	0.44433	1-HR	1ST
32.69354936	-96.87135035	0	5	0.59643	1-HR	1ST
32.69354916	-96.86937541	0	5	0.616572	1-HR	1ST
32.69354892	-96.86740047	0	4	0.230316	1-HR	1ST
32.69354866	-96.86542553	0	4	0.0929945	1-HR	1ST
32.69354836	-96.86345059	0	3	0.0387422	1-HR	1ST
32.69354804	-96.86147565	0	2	0.0205613	1-HR	1ST
32.69354768	-96.85950071	0	2	0.012926	1-HR	1ST
32.69354729	-96.85752577	0	2	0.00884807	1-HR	1ST
32.69354687	-96.85555083	0	1	0.00670686	1-HR	1ST
32.69354642	-96.85357589	0	1	0.00549842	1-HR	1ST
32.69354594	-96.85160095	0	1	0.00468706	1-HR	1ST
32.69354543	-96.849626	0	1	0.00408672	1-HR	1ST
32.69354488	-96.84765106	0	1	0.00363398	1-HR	1ST
32.69354431	-96.84567612	0	1	0.00328252	1-HR	1ST
32.69521991	-96.8832	0	5	0.343747	1-HR	1ST
32.6952199	-96.88122502	0	5	0.586545	1-HR	1ST

RBD Emissions - NMHC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69521985	-96.87925004	0	5	0.563987	1-HR	1ST
32.69521977	-96.87727507	0	5	0.538952	1-HR	1ST
32.69521966	-96.87530009	0	5	0.450208	1-HR	1ST
32.69521952	-96.87332511	0	5	0.448043	1-HR	1ST
32.69521935	-96.87135013	0	5	0.576263	1-HR	1ST
32.69521915	-96.86937516	0	5	0.494826	1-HR	1ST
32.69521892	-96.86740018	0	4	0.179091	1-HR	1ST
32.69521865	-96.8654252	0	4	0.0836611	1-HR	1ST
32.69521836	-96.86345022	0	3	0.0380762	1-HR	1ST
32.69521803	-96.86147525	0	2	0.0201673	1-HR	1ST
32.69521767	-96.85950027	0	2	0.0126495	1-HR	1ST
32.69521729	-96.85752529	0	2	0.00873463	1-HR	1ST
32.69521687	-96.85555031	0	1	0.00661302	1-HR	1ST
32.69521642	-96.85357533	0	1	0.00540107	1-HR	1ST
32.69521593	-96.85160036	0	1	0.0046	1-HR	1ST
32.69521542	-96.84962538	0	1	0.00401872	1-HR	1ST
32.69521488	-96.8476504	0	1	0.00358034	1-HR	1ST
32.6952143	-96.84567542	0	1	0.00323955	1-HR	1ST
32.6968899	-96.8832	0	5	0.460073	1-HR	1ST
32.69688989	-96.88122499	0	5	0.534385	1-HR	1ST
32.69688984	-96.87924997	0	5	0.514114	1-HR	1ST
32.69688977	-96.87727496	0	5	0.460579	1-HR	1ST
32.69688966	-96.87529994	0	5	0.353447	1-HR	1ST
32.69688952	-96.87332493	0	5	0.450673	1-HR	1ST
32.69688935	-96.87134991	0	5	0.535888	1-HR	1ST
32.69688914	-96.8693749	0	5	0.394421	1-HR	1ST
32.69688891	-96.86739988	0	4	0.142784	1-HR	1ST
32.69688865	-96.86542487	0	3	0.075657	1-HR	1ST
32.69688835	-96.86344986	0	3	0.0370943	1-HR	1ST
32.69688803	-96.86147484	0	2	0.0199134	1-HR	1ST
32.69688767	-96.85949983	0	2	0.0124736	1-HR	1ST
32.69688728	-96.85752481	0	2	0.00864345	1-HR	1ST
32.69688686	-96.8555498	0	1	0.00654281	1-HR	1ST
32.69688641	-96.85357478	0	1	0.00532773	1-HR	1ST
32.69688593	-96.85159977	0	1	0.00453746	1-HR	1ST
32.69688542	-96.84962476	0	1	0.00396954	1-HR	1ST
32.69688487	-96.84764974	0	1	0.0035409	1-HR	1ST
32.6968843	-96.84567473	0	1	0.00320741	1-HR	1ST
32.6985599	-96.8832	0	5	0.478635	1-HR	1ST
32.69855988	-96.88122495	0	5	0.489273	1-HR	1ST
32.69855984	-96.8792499	0	5	0.456585	1-HR	1ST
32.69855976	-96.87727485	0	5	0.380842	1-HR	1ST
32.69855965	-96.8752998	0	5	0.34208	1-HR	1ST
32.69855951	-96.87332474	0	5	0.448029	1-HR	1ST
32.69855934	-96.87134969	0	5	0.483359	1-HR	1ST
32.69855914	-96.86937464	0	5	0.316257	1-HR	1ST

RBD Emissions - NMHC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NMHC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69855891	-96.86739959	0	4	0.11578	1-HR	1ST
32.69855864	-96.86542454	0	3	0.068792	1-HR	1ST
32.69855835	-96.86344949	0	3	0.0359413	1-HR	1ST
32.69855802	-96.86147444	0	2	0.0197158	1-HR	1ST
32.69855766	-96.85949939	0	2	0.0123386	1-HR	1ST
32.69855727	-96.85752433	0	2	0.00857848	1-HR	1ST
32.69855686	-96.85554928	0	1	0.00649464	1-HR	1ST
32.6985564	-96.85357423	0	1	0.00527893	1-HR	1ST
32.69855592	-96.85159918	0	1	0.00449467	1-HR	1ST
32.69855541	-96.84962413	0	1	0.00393815	1-HR	1ST
32.69855487	-96.84764908	0	1	0.00351507	1-HR	1ST
32.69855429	-96.84567403	0	1	0.00318326	1-HR	1ST
32.70022989	-96.8832	0	5	0.459268	1-HR	1ST
32.70022988	-96.88122491	0	5	0.444481	1-HR	1ST
32.70022983	-96.87924982	0	5	0.393619	1-HR	1ST
32.70022975	-96.87727474	0	5	0.300889	1-HR	1ST
32.70022965	-96.87529965	0	5	0.34924	1-HR	1ST
32.70022951	-96.87332456	0	5	0.43671	1-HR	1ST
32.70022933	-96.87134947	0	5	0.426886	1-HR	1ST
32.70022913	-96.86937438	0	4	0.256293	1-HR	1ST
32.7002289	-96.8673993	0	4	0.0950607	1-HR	1ST
32.70022864	-96.86542421	0	3	0.0630309	1-HR	1ST
32.70022834	-96.86344912	0	3	0.0346927	1-HR	1ST
32.70022801	-96.86147403	0	2	0.0195361	1-HR	1ST
32.70022766	-96.85949894	0	2	0.0122501	1-HR	1ST
32.70022727	-96.85752386	0	2	0.00853778	1-HR	1ST
32.70022685	-96.85554877	0	1	0.00646875	1-HR	1ST
32.7002264	-96.85357368	0	1	0.00525075	1-HR	1ST
32.70022592	-96.85159859	0	1	0.00446964	1-HR	1ST
32.70022541	-96.84962351	0	1	0.00391658	1-HR	1ST
32.70022486	-96.84764842	0	1	0.00349562	1-HR	1ST
32.70022429	-96.84567333	0	1	0.00316461	1-HR	1ST

RBD Emissions - NOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.6685	-96.8832	0	0	0.00359487	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00492485	1-HR	1ST
32.66849994	-96.87925122	0	0	0.00686281	1-HR	1ST
32.66849986	-96.87727683	0	1	0.00977583	1-HR	1ST
32.66849975	-96.87530244	0	1	0.0143174	1-HR	1ST
32.66849961	-96.87332805	0	1	0.0217945	1-HR	1ST
32.66849944	-96.87135366	0	1	0.0356555	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0675341	1-HR	1ST
32.66849901	-96.86740488	0	2	0.102425	1-HR	1ST
32.66849874	-96.86543049	0	2	0.0553951	1-HR	1ST
32.66849845	-96.8634561	0	1	0.0268394	1-HR	1ST
32.66849812	-96.86148171	0	1	0.0153907	1-HR	1ST
32.66849776	-96.85950732	0	1	0.00955494	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00620893	1-HR	1ST
32.66849696	-96.85555854	0	0	0.00417391	1-HR	1ST
32.66849651	-96.85358415	0	0	0.00351645	1-HR	1ST
32.66849602	-96.85160976	0	0	0.00617622	1-HR	1ST
32.66849551	-96.84963537	0	1	0.0115225	1-HR	1ST
32.66849497	-96.84766098	0	1	0.0146617	1-HR	1ST
32.66849439	-96.84568659	0	1	0.0155008	1-HR	1ST
32.67016999	-96.8832	0	0	0.00376141	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00517324	1-HR	1ST
32.67016993	-96.87925115	0	0	0.00723294	1-HR	1ST
32.67016985	-96.87727672	0	1	0.0103299	1-HR	1ST
32.67016975	-96.87530229	0	1	0.015144	1-HR	1ST
32.67016961	-96.87332787	0	1	0.0230623	1-HR	1ST
32.67016944	-96.87135344	0	2	0.0380858	1-HR	1ST
32.67016923	-96.86937901	0	2	0.0762013	1-HR	1ST
32.670169	-96.86740459	0	2	0.125967	1-HR	1ST
32.67016874	-96.86543016	0	2	0.0619268	1-HR	1ST
32.67016844	-96.86345573	0	1	0.0286035	1-HR	1ST
32.67016812	-96.86148131	0	1	0.0162969	1-HR	1ST
32.67016776	-96.85950688	0	1	0.0101112	1-HR	1ST
32.67016737	-96.85753245	0	0	0.00656364	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00585856	1-HR	1ST
32.6701665	-96.8535836	0	1	0.0108188	1-HR	1ST
32.67016602	-96.85160917	0	1	0.0184086	1-HR	1ST
32.67016551	-96.84963475	0	1	0.0218223	1-HR	1ST
32.67016496	-96.84766032	0	1	0.0209457	1-HR	1ST
32.67016439	-96.84568589	0	1	0.0193951	1-HR	1ST
32.67183999	-96.8832	0	0	0.00393845	1-HR	1ST
32.67183997	-96.88122554	0	0	0.00543356	1-HR	1ST
32.67183993	-96.87925107	0	0	0.00761879	1-HR	1ST
32.67183985	-96.87727661	0	1	0.0109047	1-HR	1ST
32.67183974	-96.87530215	0	1	0.0160033	1-HR	1ST
32.6718396	-96.87332768	0	1	0.0244425	1-HR	1ST

RBD Emissions - NOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	2	0.0412015	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0908291	1-HR	1ST
32.67183899	-96.86740429	0	3	0.191491	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0726308	1-HR	1ST
32.67183844	-96.86345537	0	1	0.0307546	1-HR	1ST
32.67183811	-96.8614809	0	1	0.0172612	1-HR	1ST
32.67183775	-96.85950644	0	1	0.010931	1-HR	1ST
32.67183736	-96.85753198	0	1	0.0138997	1-HR	1ST
32.67183694	-96.85555751	0	1	0.0202551	1-HR	1ST
32.67183649	-96.85358305	0	1	0.0271213	1-HR	1ST
32.67183601	-96.85160859	0	1	0.0292107	1-HR	1ST
32.6718355	-96.84963412	0	1	0.0266926	1-HR	1ST
32.67183496	-96.84765966	0	1	0.0235739	1-HR	1ST
32.67183438	-96.8456852	0	1	0.0209545	1-HR	1ST
32.67350998	-96.8832	0	0	0.00412618	1-HR	1ST
32.67350997	-96.8812255	0	0	0.00570756	1-HR	1ST
32.67350992	-96.879251	0	1	0.00802306	1-HR	1ST
32.67350984	-96.8772765	0	1	0.0115084	1-HR	1ST
32.67350973	-96.875302	0	1	0.0169277	1-HR	1ST
32.67350959	-96.8733275	0	1	0.0260713	1-HR	1ST
32.67350942	-96.871353	0	2	0.0455395	1-HR	1ST
32.67350922	-96.8693785	0	2	0.117279	1-HR	1ST
32.67350899	-96.867404	0	3	0.35812	1-HR	1ST
32.67350873	-96.8654295	0	2	0.091733	1-HR	1ST
32.67350843	-96.863455	0	1	0.0336618	1-HR	1ST
32.6735081	-96.8614805	0	1	0.0236345	1-HR	1ST
32.67350775	-96.859506	0	1	0.0343272	1-HR	1ST
32.67350736	-96.8575315	0	2	0.0414153	1-HR	1ST
32.67350694	-96.855557	0	2	0.0415323	1-HR	1ST
32.67350649	-96.8535825	0	1	0.0370941	1-HR	1ST
32.67350601	-96.851608	0	1	0.0324193	1-HR	1ST
32.67350549	-96.8496335	0	1	0.0278203	1-HR	1ST
32.67350495	-96.847659	0	1	0.0241479	1-HR	1ST
32.67350438	-96.8456845	0	1	0.021232	1-HR	1ST
32.67517998	-96.8832	0	0	0.00432528	1-HR	1ST
32.67517996	-96.88122546	0	0	0.00599359	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00845023	1-HR	1ST
32.67517984	-96.87727639	0	1	0.0121532	1-HR	1ST
32.67517973	-96.87530185	0	1	0.0179555	1-HR	1ST
32.67517959	-96.87332732	0	1	0.028043	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0512111	1-HR	1ST
32.67517922	-96.86937824	0	2	0.15107	1-HR	1ST
32.67517898	-96.8674037	0	3	0.721151	1-HR	1ST
32.67517872	-96.86542917	0	2	0.117591	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0522037	1-HR	1ST
32.6751781	-96.86148009	0	4	0.896851	1-HR	1ST

RBD Emissions - NOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.67517774	-96.85950556	0	2	0.0688372	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0603935	1-HR	1ST
32.67517693	-96.85555648	0	2	0.0482228	1-HR	1ST
32.67517648	-96.85358195	0	2	0.0382896	1-HR	1ST
32.675176	-96.85160741	0	1	0.0320129	1-HR	1ST
32.67517549	-96.84963287	0	1	0.0273218	1-HR	1ST
32.67517495	-96.84765834	0	1	0.0236909	1-HR	1ST
32.67517437	-96.8456838	0	1	0.0208357	1-HR	1ST
32.67684997	-96.8832	0	0	0.00453355	1-HR	1ST
32.67684996	-96.88122543	0	0	0.0062988	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00890715	1-HR	1ST
32.67684983	-96.87727628	0	1	0.0128596	1-HR	1ST
32.67684972	-96.87530171	0	1	0.0191309	1-HR	1ST
32.67684958	-96.87332713	0	1	0.0304353	1-HR	1ST
32.67684941	-96.87135256	0	2	0.058717	1-HR	1ST
32.67684921	-96.86937798	0	3	0.192884	1-HR	1ST
32.67684898	-96.86740341	0	5	6.74402	1-HR	1ST
32.67684871	-96.86542884	0	2	0.162192	1-HR	1ST
32.67684842	-96.86345426	0	5	11.8573	1-HR	1ST
32.67684809	-96.86147969	0	4	4.1856	1-HR	1ST
32.67684774	-96.85950512	0	2	0.0821992	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0617203	1-HR	1ST
32.67684693	-96.85555597	0	2	0.0464751	1-HR	1ST
32.67684648	-96.8535814	0	1	0.0366706	1-HR	1ST
32.676846	-96.85160682	0	1	0.0305599	1-HR	1ST
32.67684548	-96.84963225	0	1	0.0261477	1-HR	1ST
32.67684494	-96.84765768	0	1	0.0227707	1-HR	1ST
32.67684437	-96.8456831	0	1	0.0201242	1-HR	1ST
32.67851997	-96.8832	0	0	0.00475093	1-HR	1ST
32.67851995	-96.88122539	0	0	0.00662354	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00940669	1-HR	1ST
32.67851983	-96.87727617	0	1	0.0136533	1-HR	1ST
32.67851972	-96.87530156	0	1	0.0205107	1-HR	1ST
32.67851958	-96.87332695	0	1	0.0334691	1-HR	1ST
32.67851941	-96.87135234	0	2	0.0696119	1-HR	1ST
32.67851921	-96.86937773	0	3	0.291004	1-HR	1ST
32.67851897	-96.86740312	0	5	9.58992	1-HR	1ST
32.67851871	-96.86542851	0	5	10.5093	1-HR	1ST
32.67851841	-96.8634539	0	5	4.41566	1-HR	1ST
32.67851809	-96.86147929	0	4	2.41644	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0923039	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0578904	1-HR	1ST
32.67851692	-96.85555546	0	2	0.0439415	1-HR	1ST
32.67851647	-96.85358085	0	1	0.034968	1-HR	1ST
32.67851599	-96.85160624	0	1	0.0289841	1-HR	1ST
32.67851548	-96.84963163	0	1	0.024797	1-HR	1ST

RBD Emissions - NOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67851493	-96.84765702	0	1	0.0217036	1-HR	1ST
32.67851436	-96.84568241	0	1	0.0192902	1-HR	1ST
32.68018996	-96.8832	0	0	0.00498803	1-HR	1ST
32.68018995	-96.88122535	0	0	0.00698	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00996034	1-HR	1ST
32.68018982	-96.87727606	0	1	0.0145557	1-HR	1ST
32.68018971	-96.87530141	0	1	0.0221523	1-HR	1ST
32.68018957	-96.87332676	0	1	0.0374772	1-HR	1ST
32.6801894	-96.87135212	0	2	0.163162	1-HR	1ST
32.6801892	-96.86937747	0	3	0.72306	1-HR	1ST
32.68018897	-96.86740282	0	5	15.2794	1-HR	1ST
32.6801887	-96.86542818	0	5	6.88687	1-HR	1ST
32.68018841	-96.86345353	0	4	2.79844	1-HR	1ST
32.68018808	-96.86147888	0	4	1.58167	1-HR	1ST
32.68018772	-96.85950424	0	2	0.143884	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0561469	1-HR	1ST
32.68018692	-96.85555494	0	2	0.0428292	1-HR	1ST
32.68018647	-96.85358029	0	1	0.0338761	1-HR	1ST
32.68018598	-96.85160565	0	1	0.02769	1-HR	1ST
32.68018547	-96.849631	0	1	0.0235258	1-HR	1ST
32.68018493	-96.84765635	0	1	0.020628	1-HR	1ST
32.68018435	-96.84568171	0	1	0.0184274	1-HR	1ST
32.68185996	-96.8832	0	0	0.00524125	1-HR	1ST
32.68185994	-96.88122532	0	0	0.00736899	1-HR	1ST
32.68185989	-96.87925063	0	1	0.0105705	1-HR	1ST
32.68185982	-96.87727595	0	1	0.0155754	1-HR	1ST
32.68185971	-96.87530126	0	1	0.0241398	1-HR	1ST
32.68185957	-96.87332658	0	2	0.0872158	1-HR	1ST
32.6818594	-96.8713519	0	3	0.649363	1-HR	1ST
32.68185919	-96.86937721	0	5	12.1653	1-HR	1ST
32.68185896	-96.86740253	0	5	15.5452	1-HR	1ST
32.6818587	-96.86542785	0	4	3.48137	1-HR	1ST
32.6818584	-96.86345316	0	4	1.99623	1-HR	1ST
32.68185808	-96.86147848	0	4	1.14458	1-HR	1ST
32.68185772	-96.85950379	0	3	0.195732	1-HR	1ST
32.68185733	-96.85752911	0	2	0.0577941	1-HR	1ST
32.68185691	-96.85555443	0	2	0.0428111	1-HR	1ST
32.68185646	-96.85357974	0	1	0.0333882	1-HR	1ST
32.68185598	-96.85160506	0	1	0.0267781	1-HR	1ST
32.68185547	-96.84963038	0	1	0.0224519	1-HR	1ST
32.68185492	-96.84765569	0	1	0.0196342	1-HR	1ST
32.68185435	-96.84568101	0	1	0.0175991	1-HR	1ST
32.68352995	-96.8832	0	0	0.00551518	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00778707	1-HR	1ST
32.68352989	-96.87925056	0	1	0.011238	1-HR	1ST
32.68352981	-96.87727584	0	1	0.0167333	1-HR	1ST

RBD Emissions - NOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.6835297	-96.87530112	0	2	0.0543072	1-HR	1ST
32.68352956	-96.8733264	0	3	0.538725	1-HR	1ST
32.68352939	-96.87135168	0	5	13.315	1-HR	1ST
32.68352919	-96.86937696	0	5	11.9421	1-HR	1ST
32.68352896	-96.86740224	0	5	15.1181	1-HR	1ST
32.68352869	-96.86542752	0	4	3.1933	1-HR	1ST
32.6835284	-96.86345279	0	4	1.55668	1-HR	1ST
32.68352807	-96.86147807	0	3	0.890763	1-HR	1ST
32.68352771	-96.85950335	0	3	0.224996	1-HR	1ST
32.68352732	-96.85752863	0	2	0.0634463	1-HR	1ST
32.68352691	-96.85555391	0	2	0.0430138	1-HR	1ST
32.68352646	-96.85357919	0	1	0.0331856	1-HR	1ST
32.68352597	-96.85160447	0	1	0.0261722	1-HR	1ST
32.68352546	-96.84962975	0	1	0.0215964	1-HR	1ST
32.68352492	-96.84765503	0	1	0.0187587	1-HR	1ST
32.68352434	-96.84568031	0	1	0.0168434	1-HR	1ST
32.68519994	-96.8832	0	0	0.00580979	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00824267	1-HR	1ST
32.68519988	-96.87925049	0	1	0.0119788	1-HR	1ST
32.6851998	-96.87727573	0	2	0.0385634	1-HR	1ST
32.6851997	-96.87530097	0	3	0.479055	1-HR	1ST
32.68519956	-96.87332621	0	6	22.8721	1-HR	1ST
32.68519939	-96.87135146	0	5	10.1483	1-HR	1ST
32.68519918	-96.8693767	0	5	10.2249	1-HR	1ST
32.68519895	-96.86740194	0	5	15.1001	1-HR	1ST
32.68519869	-96.86542718	0	4	3.13323	1-HR	1ST
32.68519839	-96.86345243	0	4	1.31163	1-HR	1ST
32.68519806	-96.86147767	0	3	0.735606	1-HR	1ST
32.68519771	-96.85950291	0	3	0.237618	1-HR	1ST
32.68519732	-96.85752816	0	2	0.0706563	1-HR	1ST
32.6851969	-96.8555534	0	2	0.0432646	1-HR	1ST
32.68519645	-96.85357864	0	1	0.0328648	1-HR	1ST
32.68519597	-96.85160388	0	1	0.0256529	1-HR	1ST
32.68519546	-96.84962913	0	1	0.0209206	1-HR	1ST
32.68519491	-96.84765437	0	1	0.0180498	1-HR	1ST
32.68519434	-96.84567961	0	1	0.0162366	1-HR	1ST
32.68686994	-96.8832	0	0	0.00612526	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00873802	1-HR	1ST
32.68686988	-96.87925041	0	1	0.0288723	1-HR	1ST
32.6868698	-96.87727562	0	3	0.346714	1-HR	1ST
32.68686969	-96.87530082	0	6	28.8989	1-HR	1ST
32.68686955	-96.87332603	0	5	13.9481	1-HR	1ST
32.68686938	-96.87135124	0	5	9.02397	1-HR	1ST
32.68686918	-96.86937644	0	5	9.02804	1-HR	1ST
32.68686894	-96.86740165	0	5	17.5618	1-HR	1ST
32.68686868	-96.86542685	0	4	3.13321	1-HR	1ST

RBD Emissions - NOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.68686839	-96.86345206	0	4	1.17272	1-HR	1ST
32.68686806	-96.86147727	0	3	0.636646	1-HR	1ST
32.6868677	-96.85950247	0	3	0.241607	1-HR	1ST
32.68686731	-96.85752768	0	2	0.0793357	1-HR	1ST
32.68686689	-96.85555288	0	2	0.0439006	1-HR	1ST
32.68686644	-96.85357809	0	1	0.0324283	1-HR	1ST
32.68686596	-96.8516033	0	1	0.0251389	1-HR	1ST
32.68686545	-96.8496285	0	1	0.0203529	1-HR	1ST
32.68686491	-96.84765371	0	1	0.0175065	1-HR	1ST
32.68686433	-96.84567892	0	1	0.0158421	1-HR	1ST
32.68853993	-96.8832	0	0	0.00646822	1-HR	1ST
32.68853992	-96.88122517	0	1	0.0222142	1-HR	1ST
32.68853987	-96.87925034	0	3	0.327636	1-HR	1ST
32.68853979	-96.87727551	0	6	46.4477	1-HR	1ST
32.68853968	-96.87530068	0	5	18.7907	1-HR	1ST
32.68853954	-96.87332585	0	5	10.8092	1-HR	1ST
32.68853937	-96.87135102	0	5	8.02064	1-HR	1ST
32.68853917	-96.86937618	0	5	10.2462	1-HR	1ST
32.68853894	-96.86740135	0	5	11.0739	1-HR	1ST
32.68853867	-96.86542652	0	4	3.21483	1-HR	1ST
32.68853838	-96.86345169	0	4	1.09144	1-HR	1ST
32.68853805	-96.86147686	0	3	0.571843	1-HR	1ST
32.6885377	-96.85950203	0	3	0.241646	1-HR	1ST
32.68853731	-96.8575272	0	2	0.0873558	1-HR	1ST
32.68853689	-96.85555237	0	2	0.0450637	1-HR	1ST
32.68853644	-96.85357754	0	1	0.0321485	1-HR	1ST
32.68853596	-96.85160271	0	1	0.0247289	1-HR	1ST
32.68853544	-96.84962788	0	1	0.0199814	1-HR	1ST
32.6885349	-96.84765305	0	1	0.0172324	1-HR	1ST
32.68853433	-96.84567822	0	1	0.0157467	1-HR	1ST
32.69020993	-96.8832	0	1	0.0173187	1-HR	1ST
32.69020991	-96.88122513	0	3	0.345568	1-HR	1ST
32.69020987	-96.87925026	0	5	13.0452	1-HR	1ST
32.69020979	-96.8772754	0	6	25.6914	1-HR	1ST
32.69020968	-96.87530053	0	5	13.9722	1-HR	1ST
32.69020954	-96.87332566	0	5	8.07287	1-HR	1ST
32.69020937	-96.87135079	0	5	7.8604	1-HR	1ST
32.69020917	-96.86937593	0	5	5.20613	1-HR	1ST
32.69020893	-96.86740106	0	5	7.40757	1-HR	1ST
32.69020867	-96.86542619	0	4	3.15223	1-HR	1ST
32.69020837	-96.86345133	0	4	1.04185	1-HR	1ST
32.69020805	-96.86147646	0	3	0.527637	1-HR	1ST
32.69020769	-96.85950159	0	3	0.238825	1-HR	1ST
32.6902073	-96.85752672	0	2	0.0942799	1-HR	1ST
32.69020688	-96.85555186	0	2	0.0468845	1-HR	1ST
32.69020643	-96.85357699	0	1	0.0318908	1-HR	1ST

RBD Emissions - NOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69020595	-96.85160212	0	1	0.0244559	1-HR	1ST
32.69020544	-96.84962725	0	1	0.0198695	1-HR	1ST
32.6902049	-96.84765239	0	1	0.0173114	1-HR	1ST
32.69020432	-96.84567752	0	1	0.016044	1-HR	1ST
32.69187992	-96.8832	0	3	0.271185	1-HR	1ST
32.69187991	-96.8812251	0	5	5.05822	1-HR	1ST
32.69187986	-96.87925019	0	6	24.5551	1-HR	1ST
32.69187978	-96.87727529	0	5	20.1458	1-HR	1ST
32.69187967	-96.87530038	0	5	11.349	1-HR	1ST
32.69187953	-96.87332548	0	5	6.85162	1-HR	1ST
32.69187936	-96.87135057	0	5	6.41321	1-HR	1ST
32.69187916	-96.86937567	0	4	2.55136	1-HR	1ST
32.69187893	-96.86740077	0	5	5.59472	1-HR	1ST
32.69187866	-96.86542586	0	4	2.84844	1-HR	1ST
32.69187837	-96.86345096	0	4	1.01468	1-HR	1ST
32.69187804	-96.86147605	0	3	0.496645	1-HR	1ST
32.69187769	-96.85950115	0	3	0.235014	1-HR	1ST
32.6918773	-96.85752625	0	2	0.10012	1-HR	1ST
32.69187688	-96.85555134	0	2	0.0490653	1-HR	1ST
32.69187643	-96.85357644	0	1	0.0321514	1-HR	1ST
32.69187595	-96.85160153	0	1	0.024445	1-HR	1ST
32.69187543	-96.84962663	0	1	0.0201099	1-HR	1ST
32.69187489	-96.84765173	0	1	0.017806	1-HR	1ST
32.69187431	-96.84567682	0	1	0.0167459	1-HR	1ST
32.69354992	-96.8832	0	4	2.48636	1-HR	1ST
32.6935499	-96.88122506	0	5	13.6453	1-HR	1ST
32.69354985	-96.87925012	0	5	18.2687	1-HR	1ST
32.69354978	-96.87727518	0	5	15.6633	1-HR	1ST
32.69354967	-96.87530024	0	5	9.21151	1-HR	1ST
32.69354953	-96.87332529	0	5	6.07475	1-HR	1ST
32.69354936	-96.87135035	0	4	3.70844	1-HR	1ST
32.69354916	-96.86937541	0	4	2.40095	1-HR	1ST
32.69354892	-96.86740047	0	4	4.27613	1-HR	1ST
32.69354866	-96.86542553	0	4	2.5118	1-HR	1ST
32.69354836	-96.86345059	0	4	0.995737	1-HR	1ST
32.69354804	-96.86147565	0	3	0.475904	1-HR	1ST
32.69354768	-96.85950071	0	3	0.23246	1-HR	1ST
32.69354729	-96.85752577	0	2	0.104699	1-HR	1ST
32.69354687	-96.85555083	0	2	0.0514832	1-HR	1ST
32.69354642	-96.85357589	0	1	0.0326715	1-HR	1ST
32.69354594	-96.85160095	0	1	0.024914	1-HR	1ST
32.69354543	-96.849626	0	1	0.0207924	1-HR	1ST
32.69354488	-96.84765106	0	1	0.0187636	1-HR	1ST
32.69354431	-96.84567612	0	1	0.0178677	1-HR	1ST
32.69521991	-96.8832	0	5	7.34111	1-HR	1ST
32.6952199	-96.88122502	0	5	15.6847	1-HR	1ST

RBD Emissions - NOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.69521985	-96.87925004	0	5	12.3786	1-HR	1ST
32.69521977	-96.87727507	0	5	12.5012	1-HR	1ST
32.69521966	-96.87530009	0	5	7.51472	1-HR	1ST
32.69521952	-96.87332511	0	5	4.55483	1-HR	1ST
32.69521935	-96.87135013	0	4	1.79612	1-HR	1ST
32.69521915	-96.86937516	0	4	2.21875	1-HR	1ST
32.69521892	-96.86740018	0	4	3.43183	1-HR	1ST
32.69521865	-96.8654252	0	4	2.20979	1-HR	1ST
32.69521836	-96.86345022	0	4	0.972393	1-HR	1ST
32.69521803	-96.86147525	0	3	0.461359	1-HR	1ST
32.69521767	-96.85950027	0	3	0.228904	1-HR	1ST
32.69521729	-96.85752529	0	2	0.108179	1-HR	1ST
32.69521687	-96.85555031	0	2	0.0543091	1-HR	1ST
32.69521642	-96.85357533	0	1	0.0339454	1-HR	1ST
32.69521593	-96.85160036	0	1	0.025754	1-HR	1ST
32.69521542	-96.84962538	0	1	0.0219471	1-HR	1ST
32.69521488	-96.8476504	0	1	0.0201561	1-HR	1ST
32.6952143	-96.84567542	0	1	0.0193454	1-HR	1ST
32.6968899	-96.8832	0	5	10.9559	1-HR	1ST
32.69688989	-96.88122499	0	5	13.2152	1-HR	1ST
32.69688984	-96.87924997	0	5	9.32333	1-HR	1ST
32.69688977	-96.87727496	0	5	10.2354	1-HR	1ST
32.69688966	-96.87529994	0	5	6.1739	1-HR	1ST
32.69688952	-96.87332493	0	4	3.12392	1-HR	1ST
32.69688935	-96.87134991	0	4	1.44212	1-HR	1ST
32.69688914	-96.8693749	0	4	2.03005	1-HR	1ST
32.69688891	-96.86739988	0	4	2.84401	1-HR	1ST
32.69688865	-96.86542487	0	4	1.94966	1-HR	1ST
32.69688835	-96.86344986	0	4	0.939466	1-HR	1ST
32.69688803	-96.86147484	0	3	0.451859	1-HR	1ST
32.69688767	-96.85949983	0	3	0.227327	1-HR	1ST
32.69688728	-96.85752481	0	2	0.111343	1-HR	1ST
32.69688686	-96.8555498	0	2	0.057368	1-HR	1ST
32.69688641	-96.85357478	0	1	0.0357094	1-HR	1ST
32.69688593	-96.85159977	0	1	0.0272326	1-HR	1ST
32.69688542	-96.84962476	0	1	0.0235213	1-HR	1ST
32.69688487	-96.84764974	0	1	0.0218531	1-HR	1ST
32.6968843	-96.84567473	0	1	0.0210042	1-HR	1ST
32.6985599	-96.8832	0	5	11.5297	1-HR	1ST
32.69855988	-96.88122495	0	5	10.1893	1-HR	1ST
32.69855984	-96.8792499	0	5	9.09115	1-HR	1ST
32.69855976	-96.87727485	0	5	8.52244	1-HR	1ST
32.69855965	-96.8752998	0	5	5.11028	1-HR	1ST
32.69855951	-96.87332474	0	4	2.59361	1-HR	1ST
32.69855934	-96.87134969	0	4	1.22304	1-HR	1ST
32.69855914	-96.86937464	0	4	1.85145	1-HR	1ST

RBD Emissions - NOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69855891	-96.86739959	0	4	2.41594	1-HR	1ST
32.69855864	-96.86542454	0	4	1.73078	1-HR	1ST
32.69855835	-96.86344949	0	4	0.900406	1-HR	1ST
32.69855802	-96.86147444	0	3	0.444671	1-HR	1ST
32.69855766	-96.85949939	0	3	0.22631	1-HR	1ST
32.69855727	-96.85752433	0	2	0.114396	1-HR	1ST
32.69855686	-96.85554928	0	2	0.060621	1-HR	1ST
32.6985564	-96.85357423	0	2	0.0380038	1-HR	1ST
32.69855592	-96.85159918	0	1	0.0291551	1-HR	1ST
32.69855541	-96.84962413	0	1	0.0254869	1-HR	1ST
32.69855487	-96.84764908	0	1	0.023735	1-HR	1ST
32.69855429	-96.84567403	0	1	0.0227174	1-HR	1ST
32.70022989	-96.8832	0	5	10.2509	1-HR	1ST
32.70022988	-96.88122491	0	5	7.8469	1-HR	1ST
32.70022983	-96.87924982	0	5	8.44645	1-HR	1ST
32.70022975	-96.87727474	0	5	7.17699	1-HR	1ST
32.70022965	-96.87529965	0	4	4.27411	1-HR	1ST
32.70022951	-96.87332456	0	4	2.17592	1-HR	1ST
32.70022933	-96.87134947	0	4	1.14049	1-HR	1ST
32.70022913	-96.86937438	0	4	1.68954	1-HR	1ST
32.7002289	-96.8673993	0	4	2.09527	1-HR	1ST
32.70022864	-96.86542421	0	4	1.55018	1-HR	1ST
32.70022834	-96.86344912	0	3	0.858855	1-HR	1ST
32.70022801	-96.86147403	0	3	0.438707	1-HR	1ST
32.70022766	-96.85949894	0	3	0.226189	1-HR	1ST
32.70022727	-96.85752386	0	2	0.117808	1-HR	1ST
32.70022685	-96.85554877	0	2	0.0642181	1-HR	1ST
32.7002264	-96.85357368	0	2	0.0408027	1-HR	1ST
32.70022592	-96.85159859	0	1	0.031408	1-HR	1ST
32.70022541	-96.84962351	0	1	0.0275755	1-HR	1ST
32.70022486	-96.84764842	0	1	0.0256399	1-HR	1ST
32.70022429	-96.84567333	0	1	0.0243666	1-HR	1ST

RBD Emissions - NOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6685	-96.8832	0	0	0.00359487	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00492485	1-HR	1ST
32.66849994	-96.87925122	0	1	0.00686281	1-HR	1ST
32.66849986	-96.87727683	0	1	0.00977583	1-HR	1ST
32.66849975	-96.87530244	0	1	0.0143174	1-HR	1ST
32.66849961	-96.87332805	0	1	0.0217945	1-HR	1ST
32.66849944	-96.87135366	0	2	0.0356555	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0675341	1-HR	1ST
32.66849901	-96.86740488	0	2	0.102425	1-HR	1ST
32.66849874	-96.86543049	0	2	0.0553951	1-HR	1ST
32.66849845	-96.8634561	0	1	0.0268394	1-HR	1ST
32.66849812	-96.86148171	0	1	0.0153907	1-HR	1ST
32.66849776	-96.85950732	0	1	0.00955494	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00620893	1-HR	1ST
32.66849696	-96.85555854	0	0	0.0041738	1-HR	1ST
32.66849651	-96.85358415	0	0	0.00314104	1-HR	1ST
32.66849602	-96.85160976	0	0	0.00393584	1-HR	1ST
32.66849551	-96.84963537	0	1	0.00755676	1-HR	1ST
32.66849497	-96.84766098	0	1	0.0118817	1-HR	1ST
32.66849439	-96.84568659	0	1	0.0136771	1-HR	1ST
32.67016999	-96.8832	0	0	0.00376141	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00517324	1-HR	1ST
32.67016993	-96.87925115	0	1	0.00723294	1-HR	1ST
32.67016985	-96.87727672	0	1	0.0103299	1-HR	1ST
32.67016975	-96.87530229	0	1	0.015144	1-HR	1ST
32.67016961	-96.87332787	0	1	0.0230623	1-HR	1ST
32.67016944	-96.87135344	0	2	0.0380858	1-HR	1ST
32.67016923	-96.86937901	0	2	0.0762013	1-HR	1ST
32.670169	-96.86740459	0	2	0.125967	1-HR	1ST
32.67016874	-96.86543016	0	2	0.0619268	1-HR	1ST
32.67016844	-96.86345573	0	1	0.0286035	1-HR	1ST
32.67016812	-96.86148131	0	1	0.0162969	1-HR	1ST
32.67016776	-96.85950688	0	1	0.0101112	1-HR	1ST
32.67016737	-96.85753245	0	0	0.00656103	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00558787	1-HR	1ST
32.6701665	-96.8535836	0	1	0.0085298	1-HR	1ST
32.67016602	-96.85160917	0	1	0.013413	1-HR	1ST
32.67016551	-96.84963475	0	1	0.0169157	1-HR	1ST
32.67016496	-96.84766032	0	1	0.018211	1-HR	1ST
32.67016439	-96.84568589	0	1	0.0176813	1-HR	1ST
32.67183999	-96.8832	0	0	0.00393845	1-HR	1ST
32.67183997	-96.88122554	0	0	0.00543356	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00761879	1-HR	1ST
32.67183985	-96.87727661	0	1	0.0109047	1-HR	1ST
32.67183974	-96.87530215	0	1	0.0160033	1-HR	1ST
32.6718396	-96.87332768	0	1	0.0244425	1-HR	1ST

RBD Emissions - NOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	2	0.0412015	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0908291	1-HR	1ST
32.67183899	-96.86740429	0	3	0.191491	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0726308	1-HR	1ST
32.67183844	-96.86345537	0	1	0.0307546	1-HR	1ST
32.67183811	-96.8614809	0	1	0.0172612	1-HR	1ST
32.67183775	-96.85950644	0	1	0.0106946	1-HR	1ST
32.67183736	-96.85753198	0	1	0.010517	1-HR	1ST
32.67183694	-96.85555751	0	1	0.0170603	1-HR	1ST
32.67183649	-96.85358305	0	1	0.0232072	1-HR	1ST
32.67183601	-96.85160859	0	1	0.0245577	1-HR	1ST
32.6718355	-96.84963412	0	1	0.0232714	1-HR	1ST
32.67183496	-96.84765966	0	1	0.0214761	1-HR	1ST
32.67183438	-96.8456852	0	1	0.0195725	1-HR	1ST
32.67350998	-96.8832	0	0	0.00412618	1-HR	1ST
32.67350997	-96.8812255	0	0	0.00570756	1-HR	1ST
32.67350992	-96.879251	0	1	0.00802306	1-HR	1ST
32.67350984	-96.8772765	0	1	0.0115084	1-HR	1ST
32.67350973	-96.875302	0	1	0.0169277	1-HR	1ST
32.67350959	-96.8733275	0	1	0.0260713	1-HR	1ST
32.67350942	-96.871353	0	2	0.0455395	1-HR	1ST
32.67350922	-96.8693785	0	2	0.117279	1-HR	1ST
32.67350899	-96.867404	0	3	0.35812	1-HR	1ST
32.67350873	-96.8654295	0	2	0.091733	1-HR	1ST
32.67350843	-96.863455	0	2	0.0336618	1-HR	1ST
32.6735081	-96.8614805	0	1	0.0184988	1-HR	1ST
32.67350775	-96.859506	0	1	0.0178788	1-HR	1ST
32.67350736	-96.8575315	0	1	0.0285337	1-HR	1ST
32.67350694	-96.855557	0	2	0.0348561	1-HR	1ST
32.67350649	-96.8535825	0	2	0.0336283	1-HR	1ST
32.67350601	-96.851608	0	1	0.0291043	1-HR	1ST
32.67350549	-96.8496335	0	1	0.0254429	1-HR	1ST
32.67350495	-96.847659	0	1	0.0225482	1-HR	1ST
32.67350438	-96.8456845	0	1	0.0201298	1-HR	1ST
32.67517998	-96.8832	0	0	0.00432528	1-HR	1ST
32.67517996	-96.88122546	0	0	0.00599359	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00845023	1-HR	1ST
32.67517984	-96.87727639	0	1	0.0121532	1-HR	1ST
32.67517973	-96.87530185	0	1	0.0179555	1-HR	1ST
32.67517959	-96.87332732	0	1	0.028043	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0512111	1-HR	1ST
32.67517922	-96.86937824	0	2	0.15107	1-HR	1ST
32.67517898	-96.8674037	0	3	0.721151	1-HR	1ST
32.67517872	-96.86542917	0	2	0.117591	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0484563	1-HR	1ST
32.6751781	-96.86148009	0	4	0.871036	1-HR	1ST

RBD Emissions - NOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67517774	-96.85950556	0	2	0.0498921	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0486519	1-HR	1ST
32.67517693	-96.85555648	0	2	0.0435181	1-HR	1ST
32.67517648	-96.85358195	0	2	0.035911	1-HR	1ST
32.675176	-96.85160741	0	1	0.0298703	1-HR	1ST
32.67517549	-96.84963287	0	1	0.0256734	1-HR	1ST
32.67517495	-96.84765834	0	1	0.0224974	1-HR	1ST
32.67517437	-96.8456838	0	1	0.0199659	1-HR	1ST
32.67684997	-96.8832	0	0	0.00453355	1-HR	1ST
32.67684996	-96.88122543	0	0	0.0062988	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00890715	1-HR	1ST
32.67684983	-96.87727628	0	1	0.0128596	1-HR	1ST
32.67684972	-96.87530171	0	1	0.0191309	1-HR	1ST
32.67684958	-96.87332713	0	1	0.0304353	1-HR	1ST
32.67684941	-96.87135256	0	2	0.058717	1-HR	1ST
32.67684921	-96.86937798	0	3	0.192884	1-HR	1ST
32.67684898	-96.86740341	0	5	6.74402	1-HR	1ST
32.67684871	-96.86542884	0	3	0.166577	1-HR	1ST
32.67684842	-96.86345426	0	6	33.946	1-HR	1ST
32.67684809	-96.86147969	0	5	4.15825	1-HR	1ST
32.67684774	-96.85950512	0	2	0.0705823	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0547812	1-HR	1ST
32.67684693	-96.85555597	0	2	0.0431619	1-HR	1ST
32.67684648	-96.8535814	0	2	0.0348204	1-HR	1ST
32.676846	-96.85160682	0	1	0.0290844	1-HR	1ST
32.67684548	-96.84963225	0	1	0.02498	1-HR	1ST
32.67684494	-96.84765768	0	1	0.0218772	1-HR	1ST
32.67684437	-96.8456831	0	1	0.0194383	1-HR	1ST
32.67851997	-96.8832	0	0	0.00475093	1-HR	1ST
32.67851995	-96.88122539	0	0	0.00662354	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00940669	1-HR	1ST
32.67851983	-96.87727617	0	1	0.0136533	1-HR	1ST
32.67851972	-96.87530156	0	1	0.0205107	1-HR	1ST
32.67851958	-96.87332695	0	2	0.0334691	1-HR	1ST
32.67851941	-96.87135234	0	2	0.0696119	1-HR	1ST
32.67851921	-96.86937773	0	3	0.353865	1-HR	1ST
32.67851897	-96.86740312	0	5	9.58935	1-HR	1ST
32.67851871	-96.86542851	0	6	26.7064	1-HR	1ST
32.67851841	-96.8634539	0	5	8.61804	1-HR	1ST
32.67851809	-96.86147929	0	4	2.39929	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0827971	1-HR	1ST
32.67851734	-96.85753007	0	2	0.052164	1-HR	1ST
32.67851692	-96.85555546	0	2	0.040629	1-HR	1ST
32.67851647	-96.85358085	0	2	0.0330219	1-HR	1ST
32.67851599	-96.85160624	0	1	0.0277252	1-HR	1ST
32.67851548	-96.84963163	0	1	0.0239102	1-HR	1ST

RBD Emissions - NOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67851493	-96.84765702	0	1	0.0210235	1-HR	1ST
32.67851436	-96.84568241	0	1	0.0187463	1-HR	1ST
32.68018996	-96.8832	0	0	0.00498803	1-HR	1ST
32.68018995	-96.88122535	0	1	0.00698	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00996034	1-HR	1ST
32.68018982	-96.87727606	0	1	0.0145557	1-HR	1ST
32.68018971	-96.87530141	0	1	0.0221523	1-HR	1ST
32.68018957	-96.87332676	0	2	0.0374772	1-HR	1ST
32.6801894	-96.87135212	0	3	0.277539	1-HR	1ST
32.6801892	-96.86937747	0	4	1.31444	1-HR	1ST
32.68018897	-96.86740282	0	6	30.4986	1-HR	1ST
32.6801887	-96.86542818	0	6	19.1117	1-HR	1ST
32.68018841	-96.86345353	0	5	5.69452	1-HR	1ST
32.68018808	-96.86147888	0	4	1.56268	1-HR	1ST
32.68018772	-96.85950424	0	2	0.133007	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0494766	1-HR	1ST
32.68018692	-96.85555494	0	2	0.0386467	1-HR	1ST
32.68018647	-96.85358029	0	1	0.0313549	1-HR	1ST
32.68018598	-96.85160565	0	1	0.0262898	1-HR	1ST
32.68018547	-96.849631	0	1	0.0227433	1-HR	1ST
32.68018493	-96.84765635	0	1	0.020088	1-HR	1ST
32.68018435	-96.84568171	0	1	0.0179909	1-HR	1ST
32.68185996	-96.8832	0	0	0.00524125	1-HR	1ST
32.68185994	-96.88122532	0	1	0.00736899	1-HR	1ST
32.68185989	-96.87925063	0	1	0.0105705	1-HR	1ST
32.68185982	-96.87727595	0	1	0.0155754	1-HR	1ST
32.68185971	-96.87530126	0	1	0.0241398	1-HR	1ST
32.68185957	-96.87332658	0	2	0.15129	1-HR	1ST
32.6818594	-96.8713519	0	4	1.2548	1-HR	1ST
32.68185919	-96.86937721	0	6	26.3104	1-HR	1ST
32.68185896	-96.86740253	0	6	26.7215	1-HR	1ST
32.6818587	-96.86542785	0	5	7.57192	1-HR	1ST
32.6818584	-96.86345316	0	5	3.58951	1-HR	1ST
32.68185808	-96.86147848	0	4	1.12483	1-HR	1ST
32.68185772	-96.85950379	0	3	0.183933	1-HR	1ST
32.68185733	-96.85752911	0	2	0.0500869	1-HR	1ST
32.68185691	-96.85555443	0	2	0.0376372	1-HR	1ST
32.68185646	-96.85357974	0	1	0.0301227	1-HR	1ST
32.68185598	-96.85160506	0	1	0.0250186	1-HR	1ST
32.68185547	-96.84963038	0	1	0.0216235	1-HR	1ST
32.68185492	-96.84765569	0	1	0.0191696	1-HR	1ST
32.68185435	-96.84568101	0	1	0.0172414	1-HR	1ST
32.68352995	-96.8832	0	0	0.00551518	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00778707	1-HR	1ST
32.68352989	-96.87925056	0	1	0.011238	1-HR	1ST
32.68352981	-96.87727584	0	1	0.0167333	1-HR	1ST

RBD Emissions - NOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.6835297	-96.87530112	0	2	0.0939163	1-HR	1ST
32.68352956	-96.8733264	0	4	1.00911	1-HR	1ST
32.68352939	-96.87135168	0	5	12.6098	1-HR	1ST
32.68352919	-96.86937696	0	6	28.3518	1-HR	1ST
32.68352896	-96.86740224	0	6	20.0605	1-HR	1ST
32.68352869	-96.86542752	0	5	4.51069	1-HR	1ST
32.6835284	-96.86345279	0	4	2.27684	1-HR	1ST
32.68352807	-96.86147807	0	4	0.869741	1-HR	1ST
32.68352771	-96.85950335	0	3	0.213256	1-HR	1ST
32.68352732	-96.85752863	0	2	0.0556199	1-HR	1ST
32.68352691	-96.85555391	0	2	0.0373588	1-HR	1ST
32.68352646	-96.85357919	0	1	0.0293408	1-HR	1ST
32.68352597	-96.85160447	0	1	0.0239992	1-HR	1ST
32.68352546	-96.84962975	0	1	0.0206097	1-HR	1ST
32.68352492	-96.84765503	0	1	0.0182969	1-HR	1ST
32.68352434	-96.84568031	0	1	0.0165268	1-HR	1ST
32.68519994	-96.8832	0	0	0.00580979	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00824267	1-HR	1ST
32.68519988	-96.87925049	0	1	0.0119788	1-HR	1ST
32.6851998	-96.87727573	0	2	0.0665747	1-HR	1ST
32.6851997	-96.87530097	0	4	0.880652	1-HR	1ST
32.68519956	-96.87332621	0	6	20.9648	1-HR	1ST
32.68519939	-96.87135146	0	6	20.453	1-HR	1ST
32.68519918	-96.8693767	0	6	25.1211	1-HR	1ST
32.68519895	-96.86740194	0	6	17.4528	1-HR	1ST
32.68519869	-96.86542718	0	5	3.71806	1-HR	1ST
32.68519839	-96.86345243	0	4	1.49816	1-HR	1ST
32.68519806	-96.86147767	0	3	0.709756	1-HR	1ST
32.68519771	-96.85950291	0	3	0.224864	1-HR	1ST
32.68519732	-96.85752816	0	2	0.0629248	1-HR	1ST
32.6851969	-96.8555534	0	2	0.0376764	1-HR	1ST
32.68519645	-96.85357864	0	1	0.0288606	1-HR	1ST
32.68519597	-96.85160388	0	1	0.0232383	1-HR	1ST
32.68519546	-96.84962913	0	1	0.019769	1-HR	1ST
32.68519491	-96.84765437	0	1	0.0175399	1-HR	1ST
32.68519434	-96.84567961	0	1	0.0159179	1-HR	1ST
32.68686994	-96.8832	0	0	0.00612526	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00873802	1-HR	1ST
32.68686988	-96.87925041	0	2	0.0500395	1-HR	1ST
32.6868698	-96.87727562	0	3	0.595989	1-HR	1ST
32.68686969	-96.87530082	0	6	23.69	1-HR	1ST
32.68686955	-96.87332603	0	5	16.005	1-HR	1ST
32.68686938	-96.87135124	0	6	20.7675	1-HR	1ST
32.68686918	-96.86937644	0	6	23.3525	1-HR	1ST
32.68686894	-96.86740165	0	6	21.9271	1-HR	1ST
32.68686868	-96.86542685	0	4	3.09133	1-HR	1ST

RBD Emissions - NOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.68686839	-96.86345206	0	4	1.10643	1-HR	1ST
32.68686806	-96.86147727	0	3	0.605816	1-HR	1ST
32.6868677	-96.85950247	0	3	0.22669	1-HR	1ST
32.68686731	-96.85752768	0	2	0.0711889	1-HR	1ST
32.68686689	-96.85555288	0	2	0.0383647	1-HR	1ST
32.68686644	-96.85357809	0	1	0.0284212	1-HR	1ST
32.68686596	-96.8516033	0	1	0.0226286	1-HR	1ST
32.68686545	-96.8496285	0	1	0.0190835	1-HR	1ST
32.68686491	-96.84765371	0	1	0.0169266	1-HR	1ST
32.68686433	-96.84567892	0	1	0.0154732	1-HR	1ST
32.68853993	-96.8832	0	0	0.00646822	1-HR	1ST
32.68853992	-96.88122517	0	2	0.0384052	1-HR	1ST
32.68853987	-96.87925034	0	3	0.487648	1-HR	1ST
32.68853979	-96.87727551	0	6	29.5929	1-HR	1ST
32.68853968	-96.87530068	0	6	18.5484	1-HR	1ST
32.68853954	-96.87332585	0	5	16.4157	1-HR	1ST
32.68853937	-96.87135102	0	6	19.6298	1-HR	1ST
32.68853917	-96.86937618	0	6	28.4499	1-HR	1ST
32.68853894	-96.86740135	0	5	12.2459	1-HR	1ST
32.68853867	-96.86542652	0	4	3.1923	1-HR	1ST
32.68853838	-96.86345169	0	4	1.03433	1-HR	1ST
32.68853805	-96.86147686	0	3	0.538935	1-HR	1ST
32.6885377	-96.85950203	0	3	0.224591	1-HR	1ST
32.68853731	-96.8575272	0	2	0.078397	1-HR	1ST
32.68853689	-96.85555237	0	2	0.0394649	1-HR	1ST
32.68853644	-96.85357754	0	1	0.0281592	1-HR	1ST
32.68853596	-96.85160271	0	1	0.0221485	1-HR	1ST
32.68853544	-96.84962788	0	1	0.0185974	1-HR	1ST
32.6885349	-96.84765305	0	1	0.0165478	1-HR	1ST
32.68853433	-96.84567822	0	1	0.0152767	1-HR	1ST
32.69020993	-96.8832	0	1	0.0292074	1-HR	1ST
32.69020991	-96.88122513	0	3	0.396554	1-HR	1ST
32.69020987	-96.87925026	0	6	36.9652	1-HR	1ST
32.69020979	-96.8772754	0	6	20.7754	1-HR	1ST
32.69020968	-96.87530053	0	5	15.1121	1-HR	1ST
32.69020954	-96.87332566	0	5	16.4521	1-HR	1ST
32.69020937	-96.87135079	0	6	20.4893	1-HR	1ST
32.69020917	-96.86937593	0	5	14.6373	1-HR	1ST
32.69020893	-96.86740106	0	5	7.49147	1-HR	1ST
32.69020867	-96.86542619	0	4	3.1414	1-HR	1ST
32.69020837	-96.86345133	0	4	0.995207	1-HR	1ST
32.69020805	-96.86147646	0	3	0.495547	1-HR	1ST
32.69020769	-96.85950159	0	3	0.220694	1-HR	1ST
32.6902073	-96.85752672	0	2	0.0845078	1-HR	1ST
32.69020688	-96.85555186	0	2	0.0411144	1-HR	1ST
32.69020643	-96.85357699	0	1	0.0279446	1-HR	1ST

RBD Emissions - NOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.69020595	-96.85160212	0	1	0.021849	1-HR	1ST
32.69020544	-96.84962725	0	1	0.0183793	1-HR	1ST
32.6902049	-96.84765239	0	1	0.0164893	1-HR	1ST
32.69020432	-96.84567752	0	1	0.015416	1-HR	1ST
32.69187992	-96.8832	0	3	0.349947	1-HR	1ST
32.69187991	-96.8812251	0	5	10.2275	1-HR	1ST
32.69187986	-96.87925019	0	6	28.6002	1-HR	1ST
32.69187978	-96.87727529	0	5	15.631	1-HR	1ST
32.69187967	-96.87530038	0	5	14.2867	1-HR	1ST
32.69187953	-96.87332548	0	5	16.5916	1-HR	1ST
32.69187936	-96.87135057	0	6	17.3277	1-HR	1ST
32.69187916	-96.86937567	0	5	9.81043	1-HR	1ST
32.69187893	-96.86740077	0	5	5.66886	1-HR	1ST
32.69187866	-96.86542586	0	4	2.84522	1-HR	1ST
32.69187837	-96.86345096	0	4	0.977359	1-HR	1ST
32.69187804	-96.86147605	0	3	0.466626	1-HR	1ST
32.69187769	-96.85950115	0	3	0.216729	1-HR	1ST
32.6918773	-96.85752625	0	2	0.0898598	1-HR	1ST
32.69187688	-96.85555134	0	2	0.0431072	1-HR	1ST
32.69187643	-96.85357644	0	1	0.0282266	1-HR	1ST
32.69187595	-96.85160153	0	1	0.0218287	1-HR	1ST
32.69187543	-96.84962663	0	1	0.0185169	1-HR	1ST
32.69187489	-96.84765173	0	1	0.0168211	1-HR	1ST
32.69187431	-96.84567682	0	1	0.0159184	1-HR	1ST
32.69354992	-96.8832	0	5	4.24332	1-HR	1ST
32.6935499	-96.88122506	0	6	22.6222	1-HR	1ST
32.69354985	-96.87925012	0	6	18.0608	1-HR	1ST
32.69354978	-96.87727518	0	5	13.5722	1-HR	1ST
32.69354967	-96.87530024	0	5	14.1589	1-HR	1ST
32.69354953	-96.87332529	0	5	15.5755	1-HR	1ST
32.69354936	-96.87135035	0	5	10.1103	1-HR	1ST
32.69354916	-96.86937541	0	5	8.37481	1-HR	1ST
32.69354892	-96.86740047	0	5	4.34032	1-HR	1ST
32.69354866	-96.86542553	0	4	2.51392	1-HR	1ST
32.69354836	-96.86345059	0	4	0.965982	1-HR	1ST
32.69354804	-96.86147565	0	3	0.448389	1-HR	1ST
32.69354768	-96.85950071	0	3	0.21441	1-HR	1ST
32.69354729	-96.85752577	0	2	0.0941383	1-HR	1ST
32.69354687	-96.85555083	0	2	0.0453465	1-HR	1ST
32.69354642	-96.85357589	0	1	0.0287494	1-HR	1ST
32.69354594	-96.85160095	0	1	0.0222873	1-HR	1ST
32.69354543	-96.849626	0	1	0.0190912	1-HR	1ST
32.69354488	-96.84765106	0	1	0.0175898	1-HR	1ST
32.69354431	-96.84567612	0	1	0.0168021	1-HR	1ST
32.69521991	-96.8832	0	5	12.1944	1-HR	1ST
32.6952199	-96.88122502	0	6	19.6697	1-HR	1ST

RBD Emissions - NOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.69521985	-96.87925004	0	5	15.1055	1-HR	1ST
32.69521977	-96.87727507	0	5	12.8004	1-HR	1ST
32.69521966	-96.87530009	0	5	13.6959	1-HR	1ST
32.69521952	-96.87332511	0	5	11.9909	1-HR	1ST
32.69521935	-96.87135013	0	5	6.21725	1-HR	1ST
32.69521915	-96.86937516	0	5	6.75573	1-HR	1ST
32.69521892	-96.86740018	0	4	3.48933	1-HR	1ST
32.69521865	-96.8654252	0	4	2.21549	1-HR	1ST
32.69521836	-96.86345022	0	4	0.948738	1-HR	1ST
32.69521803	-96.86147525	0	3	0.436551	1-HR	1ST
32.69521767	-96.85950027	0	3	0.2114	1-HR	1ST
32.69521729	-96.85752529	0	2	0.0974671	1-HR	1ST
32.69521687	-96.85555031	0	2	0.0479997	1-HR	1ST
32.69521642	-96.85357533	0	1	0.0299857	1-HR	1ST
32.69521593	-96.85160036	0	1	0.0230956	1-HR	1ST
32.69521542	-96.84962538	0	1	0.0201255	1-HR	1ST
32.69521488	-96.8476504	0	1	0.018777	1-HR	1ST
32.6952143	-96.84567542	0	1	0.0180209	1-HR	1ST
32.6968899	-96.8832	0	5	15.6324	1-HR	1ST
32.69688989	-96.88122499	0	5	15.3463	1-HR	1ST
32.69688984	-96.87924997	0	5	12.391	1-HR	1ST
32.69688977	-96.87727496	0	5	12.311	1-HR	1ST
32.69688966	-96.87529994	0	5	11.934	1-HR	1ST
32.69688952	-96.87332493	0	5	7.73166	1-HR	1ST
32.69688935	-96.87134991	0	5	6.11622	1-HR	1ST
32.69688914	-96.8693749	0	5	5.37693	1-HR	1ST
32.69688891	-96.86739988	0	4	2.8978	1-HR	1ST
32.69688865	-96.86542487	0	4	1.95809	1-HR	1ST
32.69688835	-96.86344986	0	4	0.920673	1-HR	1ST
32.69688803	-96.86147484	0	3	0.429753	1-HR	1ST
32.69688767	-96.85949983	0	3	0.210627	1-HR	1ST
32.69688728	-96.85752481	0	2	0.100661	1-HR	1ST
32.69688686	-96.8555498	0	2	0.0509418	1-HR	1ST
32.69688641	-96.85357478	0	1	0.0317016	1-HR	1ST
32.69688593	-96.85159977	0	1	0.0245473	1-HR	1ST
32.69688542	-96.84962476	0	1	0.0216036	1-HR	1ST
32.69688487	-96.84764974	0	1	0.0203089	1-HR	1ST
32.6968843	-96.84567473	0	1	0.0194875	1-HR	1ST
32.6985599	-96.8832	0	5	14.8154	1-HR	1ST
32.69855988	-96.88122495	0	5	12.777	1-HR	1ST
32.69855984	-96.8792499	0	5	11.5374	1-HR	1ST
32.69855976	-96.87727485	0	5	11.3	1-HR	1ST
32.69855965	-96.8752998	0	5	9.13759	1-HR	1ST
32.69855951	-96.87332474	0	5	4.83694	1-HR	1ST
32.69855934	-96.87134969	0	5	5.70766	1-HR	1ST
32.69855914	-96.86937464	0	5	4.29043	1-HR	1ST

RBD Emissions - NOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	NOx (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	4	2.46408	1-HR	1ST
32.69855864	-96.86542454	0	4	1.74103	1-HR	1ST
32.69855835	-96.86344949	0	4	0.885655	1-HR	1ST
32.69855802	-96.86147444	0	3	0.425165	1-HR	1ST
32.69855766	-96.85949939	0	3	0.210576	1-HR	1ST
32.69855727	-96.85752433	0	2	0.103904	1-HR	1ST
32.69855686	-96.85554928	0	2	0.0541275	1-HR	1ST
32.6985564	-96.85357423	0	2	0.0339569	1-HR	1ST
32.69855592	-96.85159918	0	1	0.0264388	1-HR	1ST
32.69855541	-96.84962413	0	1	0.0234905	1-HR	1ST
32.69855487	-96.84764908	0	1	0.0220492	1-HR	1ST
32.69855429	-96.84567403	0	1	0.0210339	1-HR	1ST
32.70022989	-96.8832	0	5	13.0033	1-HR	1ST
32.70022988	-96.88122491	0	5	11.363	1-HR	1ST
32.70022983	-96.87924982	0	5	10.7009	1-HR	1ST
32.70022975	-96.87727474	0	5	9.54851	1-HR	1ST
32.70022965	-96.87529965	0	5	6.28696	1-HR	1ST
32.70022951	-96.87332456	0	5	4.83654	1-HR	1ST
32.70022933	-96.87134947	0	5	5.13588	1-HR	1ST
32.70022913	-96.86937438	0	4	3.45347	1-HR	1ST
32.7002289	-96.8673993	0	4	2.14025	1-HR	1ST
32.70022864	-96.86542421	0	4	1.56179	1-HR	1ST
32.70022834	-96.86344912	0	4	0.847365	1-HR	1ST
32.70022801	-96.86147403	0	3	0.42162	1-HR	1ST
32.70022766	-96.85949894	0	3	0.211548	1-HR	1ST
32.70022727	-96.85752386	0	2	0.107595	1-HR	1ST
32.70022685	-96.85554877	0	2	0.0577361	1-HR	1ST
32.7002264	-96.85357368	0	2	0.0367218	1-HR	1ST
32.70022592	-96.85159859	0	1	0.0286609	1-HR	1ST
32.70022541	-96.84962351	0	1	0.0254958	1-HR	1ST
32.70022486	-96.84764842	0	1	0.0238293	1-HR	1ST
32.70022429	-96.84567333	0	1	0.0225334	1-HR	1ST

RBD Emissions - PM10 Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 (µg/m³)	Average	Rank
32.6685	-96.8832	0	-1	0	24-HR	2ND
32.66849998	-96.88122561	0	-1	0	24-HR	2ND
32.66849994	-96.87925122	0	-1	0	24-HR	2ND
32.66849986	-96.87727683	0	-1	0	24-HR	2ND
32.66849975	-96.87530244	0	-1	0	24-HR	2ND
32.66849961	-96.87332805	0	-1	0	24-HR	2ND
32.66849944	-96.87135366	0	-1	0	24-HR	2ND
32.66849924	-96.86937927	0	-1	0	24-HR	2ND
32.66849901	-96.86740488	0	-1	0	24-HR	2ND
32.66849874	-96.86543049	0	-1	0	24-HR	2ND
32.66849845	-96.8634561	0	-1	0	24-HR	2ND
32.66849812	-96.86148171	0	-1	0	24-HR	2ND
32.66849776	-96.85950732	0	-1	0	24-HR	2ND
32.66849738	-96.85753293	0	-1	0	24-HR	2ND
32.66849696	-96.85555854	0	-1	0	24-HR	2ND
32.66849651	-96.85358415	0	-1	0	24-HR	2ND
32.66849602	-96.85160976	0	-1	0	24-HR	2ND
32.66849551	-96.84963537	0	-1	0	24-HR	2ND
32.66849497	-96.84766098	0	-1	0	24-HR	2ND
32.66849439	-96.84568659	0	-1	0	24-HR	2ND
32.67016999	-96.8832	0	-1	0	24-HR	2ND
32.67016998	-96.88122557	0	-1	0	24-HR	2ND
32.67016993	-96.87925115	0	-1	0	24-HR	2ND
32.67016985	-96.87727672	0	-1	0	24-HR	2ND
32.67016975	-96.87530229	0	-1	0	24-HR	2ND
32.67016961	-96.87332787	0	-1	0	24-HR	2ND
32.67016944	-96.87135344	0	-1	0	24-HR	2ND
32.67016923	-96.86937901	0	-1	0	24-HR	2ND
32.670169	-96.86740459	0	-1	0	24-HR	2ND
32.67016874	-96.86543016	0	-1	0	24-HR	2ND
32.67016844	-96.86345573	0	-1	0	24-HR	2ND
32.67016812	-96.86148131	0	-1	0	24-HR	2ND
32.67016776	-96.85950688	0	-1	0	24-HR	2ND
32.67016737	-96.85753245	0	-1	0	24-HR	2ND
32.67016695	-96.85555803	0	-1	0	24-HR	2ND
32.6701665	-96.8535836	0	-1	0	24-HR	2ND
32.67016602	-96.85160917	0	-1	0	24-HR	2ND
32.67016551	-96.84963475	0	-1	0	24-HR	2ND
32.67016496	-96.84766032	0	-1	0	24-HR	2ND
32.67016439	-96.84568589	0	-1	0	24-HR	2ND
32.67183999	-96.8832	0	-1	0	24-HR	2ND
32.67183997	-96.88122554	0	-1	0	24-HR	2ND
32.67183993	-96.87925107	0	-1	0	24-HR	2ND
32.67183985	-96.87727661	0	-1	0	24-HR	2ND
32.67183974	-96.87530215	0	-1	0	24-HR	2ND
32.6718396	-96.87332768	0	-1	0	24-HR	2ND

RBD Emissions - PM10 Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	-1	0	24-HR	2ND
32.67183923	-96.86937876	0	-1	0	24-HR	2ND
32.67183899	-96.86740429	0	-1	0	24-HR	2ND
32.67183873	-96.86542983	0	-1	0	24-HR	2ND
32.67183844	-96.86345537	0	-1	0	24-HR	2ND
32.67183811	-96.8614809	0	-1	0	24-HR	2ND
32.67183775	-96.85950644	0	-1	0	24-HR	2ND
32.67183736	-96.85753198	0	-1	0	24-HR	2ND
32.67183694	-96.85555751	0	-1	0	24-HR	2ND
32.67183649	-96.85358305	0	-1	0	24-HR	2ND
32.67183601	-96.85160859	0	-1	0	24-HR	2ND
32.6718355	-96.84963412	0	-1	0	24-HR	2ND
32.67183496	-96.84765966	0	-1	0	24-HR	2ND
32.67183438	-96.8456852	0	-1	0	24-HR	2ND
32.67350998	-96.8832	0	-1	0	24-HR	2ND
32.67350997	-96.8812255	0	-1	0	24-HR	2ND
32.67350992	-96.879251	0	-1	0	24-HR	2ND
32.67350984	-96.8772765	0	-1	0	24-HR	2ND
32.67350973	-96.875302	0	-1	0	24-HR	2ND
32.67350959	-96.8733275	0	-1	0	24-HR	2ND
32.67350942	-96.871353	0	-1	0	24-HR	2ND
32.67350922	-96.8693785	0	-1	0	24-HR	2ND
32.67350899	-96.867404	0	-1	0	24-HR	2ND
32.67350873	-96.8654295	0	-1	0	24-HR	2ND
32.67350843	-96.863455	0	-1	0	24-HR	2ND
32.6735081	-96.8614805	0	-1	0	24-HR	2ND
32.67350775	-96.859506	0	-1	0	24-HR	2ND
32.67350736	-96.8575315	0	-1	0	24-HR	2ND
32.67350694	-96.855557	0	-1	0	24-HR	2ND
32.67350649	-96.8535825	0	-1	0	24-HR	2ND
32.67350601	-96.851608	0	-1	0	24-HR	2ND
32.67350549	-96.8496335	0	-1	0	24-HR	2ND
32.67350495	-96.847659	0	-1	0	24-HR	2ND
32.67350438	-96.8456845	0	-1	0	24-HR	2ND
32.67517998	-96.8832	0	-1	0	24-HR	2ND
32.67517996	-96.88122546	0	-1	0	24-HR	2ND
32.67517992	-96.87925093	0	-1	0	24-HR	2ND
32.67517984	-96.87727639	0	-1	0	24-HR	2ND
32.67517973	-96.87530185	0	-1	0	24-HR	2ND
32.67517959	-96.87332732	0	-1	0	24-HR	2ND
32.67517942	-96.87135278	0	-1	0	24-HR	2ND
32.67517922	-96.86937824	0	-1	0	24-HR	2ND
32.67517898	-96.8674037	0	-1	0	24-HR	2ND
32.67517872	-96.86542917	0	-1	0	24-HR	2ND
32.67517842	-96.86345463	0	-1	0	24-HR	2ND
32.6751781	-96.86148009	0	-1	0	24-HR	2ND

RBD Emissions - PM10 Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 (µg/m³)	Average	Rank
32.67517774	-96.85950556	0	-1	0	24-HR	2ND
32.67517735	-96.85753102	0	-1	0	24-HR	2ND
32.67517693	-96.85555648	0	-1	0	24-HR	2ND
32.67517648	-96.85358195	0	-1	0	24-HR	2ND
32.675176	-96.85160741	0	-1	0	24-HR	2ND
32.67517549	-96.84963287	0	-1	0	24-HR	2ND
32.67517495	-96.84765834	0	-1	0	24-HR	2ND
32.67517437	-96.8456838	0	-1	0	24-HR	2ND
32.67684997	-96.8832	0	-1	0	24-HR	2ND
32.67684996	-96.88122543	0	-1	0	24-HR	2ND
32.67684991	-96.87925085	0	-1	0	24-HR	2ND
32.67684983	-96.87727628	0	-1	0	24-HR	2ND
32.67684972	-96.87530171	0	-1	0	24-HR	2ND
32.67684958	-96.87332713	0	-1	0	24-HR	2ND
32.67684941	-96.87135256	0	-1	0	24-HR	2ND
32.67684921	-96.86937798	0	-1	0	24-HR	2ND
32.67684898	-96.86740341	0	-1	0	24-HR	2ND
32.67684871	-96.86542884	0	-1	0	24-HR	2ND
32.67684842	-96.86345426	0	-1	0	24-HR	2ND
32.67684809	-96.86147969	0	-1	0	24-HR	2ND
32.67684774	-96.85950512	0	-1	0	24-HR	2ND
32.67684735	-96.85753054	0	-1	0	24-HR	2ND
32.67684693	-96.85555597	0	-1	0	24-HR	2ND
32.67684648	-96.8535814	0	-1	0	24-HR	2ND
32.676846	-96.85160682	0	-1	0	24-HR	2ND
32.67684548	-96.84963225	0	-1	0	24-HR	2ND
32.67684494	-96.84765768	0	-1	0	24-HR	2ND
32.67684437	-96.8456831	0	-1	0	24-HR	2ND
32.67851997	-96.8832	0	-1	0	24-HR	2ND
32.67851995	-96.88122539	0	-1	0	24-HR	2ND
32.6785199	-96.87925078	0	-1	0	24-HR	2ND
32.67851983	-96.87727617	0	-1	0	24-HR	2ND
32.67851972	-96.87530156	0	-1	0	24-HR	2ND
32.67851958	-96.87332695	0	-1	0	24-HR	2ND
32.67851941	-96.87135234	0	-1	0	24-HR	2ND
32.67851921	-96.86937773	0	-1	0	24-HR	2ND
32.67851897	-96.86740312	0	-1	0	24-HR	2ND
32.67851871	-96.86542851	0	-1	0	24-HR	2ND
32.67851841	-96.8634539	0	-1	0	24-HR	2ND
32.67851809	-96.86147929	0	-1	0	24-HR	2ND
32.67851773	-96.85950468	0	-1	0	24-HR	2ND
32.67851734	-96.85753007	0	-1	0	24-HR	2ND
32.67851692	-96.85555546	0	-1	0	24-HR	2ND
32.67851647	-96.85358085	0	-1	0	24-HR	2ND
32.67851599	-96.85160624	0	-1	0	24-HR	2ND
32.67851548	-96.84963163	0	-1	0	24-HR	2ND

RBD Emissions - PM10 Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 (µg/m³)	Average	Rank
32.67851493	-96.84765702	0	-1	0	24-HR	2ND
32.67851436	-96.84568241	0	-1	0	24-HR	2ND
32.68018996	-96.8832	0	-1	0	24-HR	2ND
32.68018995	-96.88122535	0	-1	0	24-HR	2ND
32.6801899	-96.87925071	0	-1	0	24-HR	2ND
32.68018982	-96.87727606	0	-1	0	24-HR	2ND
32.68018971	-96.87530141	0	-1	0	24-HR	2ND
32.68018957	-96.87332676	0	-1	0	24-HR	2ND
32.6801894	-96.87135212	0	-1	0	24-HR	2ND
32.6801892	-96.86937747	0	-1	0	24-HR	2ND
32.68018897	-96.86740282	0	-1	0	24-HR	2ND
32.6801887	-96.86542818	0	-1	0	24-HR	2ND
32.68018841	-96.86345353	0	-1	0	24-HR	2ND
32.68018808	-96.86147888	0	-1	0	24-HR	2ND
32.68018772	-96.85950424	0	-1	0	24-HR	2ND
32.68018734	-96.85752959	0	-1	0	24-HR	2ND
32.68018692	-96.85555494	0	-1	0	24-HR	2ND
32.68018647	-96.85358029	0	-1	0	24-HR	2ND
32.68018598	-96.85160565	0	-1	0	24-HR	2ND
32.68018547	-96.849631	0	-1	0	24-HR	2ND
32.68018493	-96.84765635	0	-1	0	24-HR	2ND
32.68018435	-96.84568171	0	-1	0	24-HR	2ND
32.68185996	-96.8832	0	-1	0	24-HR	2ND
32.68185994	-96.88122532	0	-1	0	24-HR	2ND
32.68185989	-96.87925063	0	-1	0	24-HR	2ND
32.68185982	-96.87727595	0	-1	0	24-HR	2ND
32.68185971	-96.87530126	0	-1	0	24-HR	2ND
32.68185957	-96.87332658	0	-1	0	24-HR	2ND
32.6818594	-96.8713519	0	-1	0	24-HR	2ND
32.68185919	-96.86937721	0	-1	0	24-HR	2ND
32.68185896	-96.86740253	0	-1	0	24-HR	2ND
32.6818587	-96.86542785	0	-1	0	24-HR	2ND
32.6818584	-96.86345316	0	-1	0	24-HR	2ND
32.68185808	-96.86147848	0	-1	0	24-HR	2ND
32.68185772	-96.85950379	0	-1	0	24-HR	2ND
32.68185733	-96.85752911	0	-1	0	24-HR	2ND
32.68185691	-96.85555443	0	-1	0	24-HR	2ND
32.68185646	-96.85357974	0	-1	0	24-HR	2ND
32.68185598	-96.85160506	0	-1	0	24-HR	2ND
32.68185547	-96.84963038	0	-1	0	24-HR	2ND
32.68185492	-96.84765569	0	-1	0	24-HR	2ND
32.68185435	-96.84568101	0	-1	0	24-HR	2ND
32.68352995	-96.8832	0	-1	0	24-HR	2ND
32.68352993	-96.88122528	0	-1	0	24-HR	2ND
32.68352989	-96.87925056	0	-1	0	24-HR	2ND
32.68352981	-96.87727584	0	-1	0	24-HR	2ND

RBD Emissions - PM10 Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 (µg/m³)	Average	Rank
32.6835297	-96.87530112	0	-1	0	24-HR	2ND
32.68352956	-96.8733264	0	-1	0	24-HR	2ND
32.68352939	-96.87135168	0	-1	0	24-HR	2ND
32.68352919	-96.86937696	0	-1	0	24-HR	2ND
32.68352896	-96.86740224	0	-1	0	24-HR	2ND
32.68352869	-96.86542752	0	-1	0	24-HR	2ND
32.6835284	-96.86345279	0	-1	0	24-HR	2ND
32.68352807	-96.86147807	0	-1	0	24-HR	2ND
32.68352771	-96.85950335	0	-1	0	24-HR	2ND
32.68352732	-96.85752863	0	-1	0	24-HR	2ND
32.68352691	-96.85555391	0	-1	0	24-HR	2ND
32.68352646	-96.85357919	0	-1	0	24-HR	2ND
32.68352597	-96.85160447	0	-1	0	24-HR	2ND
32.68352546	-96.84962975	0	-1	0	24-HR	2ND
32.68352492	-96.84765503	0	-1	0	24-HR	2ND
32.68352434	-96.84568031	0	-1	0	24-HR	2ND
32.68519994	-96.8832	0	-1	0	24-HR	2ND
32.68519993	-96.88122524	0	-1	0	24-HR	2ND
32.68519988	-96.87925049	0	-1	0	24-HR	2ND
32.6851998	-96.87727573	0	-1	0	24-HR	2ND
32.6851997	-96.87530097	0	-1	0	24-HR	2ND
32.68519956	-96.87332621	0	-1	0	24-HR	2ND
32.68519939	-96.87135146	0	-1	0	24-HR	2ND
32.68519918	-96.8693767	0	-1	0	24-HR	2ND
32.68519895	-96.86740194	0	-1	0	24-HR	2ND
32.68519869	-96.86542718	0	-1	0	24-HR	2ND
32.68519839	-96.86345243	0	-1	0	24-HR	2ND
32.68519806	-96.86147767	0	-1	0	24-HR	2ND
32.68519771	-96.85950291	0	-1	0	24-HR	2ND
32.68519732	-96.85752816	0	-1	0	24-HR	2ND
32.6851969	-96.8555534	0	-1	0	24-HR	2ND
32.68519645	-96.85357864	0	-1	0	24-HR	2ND
32.68519597	-96.85160388	0	-1	0	24-HR	2ND
32.68519546	-96.84962913	0	-1	0	24-HR	2ND
32.68519491	-96.84765437	0	-1	0	24-HR	2ND
32.68519434	-96.84567961	0	-1	0	24-HR	2ND
32.68686994	-96.8832	0	-1	0	24-HR	2ND
32.68686992	-96.88122521	0	-1	0	24-HR	2ND
32.68686988	-96.87925041	0	-1	0	24-HR	2ND
32.6868698	-96.87727562	0	-1	0	24-HR	2ND
32.68686969	-96.87530082	0	-1	0	24-HR	2ND
32.68686955	-96.87332603	0	-1	0	24-HR	2ND
32.68686938	-96.87135124	0	-1	0	24-HR	2ND
32.68686918	-96.86937644	0	-1	0	24-HR	2ND
32.68686894	-96.86740165	0	-1	0	24-HR	2ND
32.68686868	-96.86542685	0	-1	0	24-HR	2ND

RBD Emissions - PM10 Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 (µg/m³)	Average	Rank
32.68686839	-96.86345206	0	-1	0	24-HR	2ND
32.68686806	-96.86147727	0	-1	0	24-HR	2ND
32.6868677	-96.85950247	0	-1	0	24-HR	2ND
32.68686731	-96.85752768	0	-1	0	24-HR	2ND
32.68686689	-96.85555288	0	-1	0	24-HR	2ND
32.68686644	-96.85357809	0	-1	0	24-HR	2ND
32.68686596	-96.8516033	0	-1	0	24-HR	2ND
32.68686545	-96.8496285	0	-1	0	24-HR	2ND
32.68686491	-96.84765371	0	-1	0	24-HR	2ND
32.68686433	-96.84567892	0	-1	0	24-HR	2ND
32.68853993	-96.8832	0	-1	0	24-HR	2ND
32.68853992	-96.88122517	0	-1	0	24-HR	2ND
32.68853987	-96.87925034	0	-1	0	24-HR	2ND
32.68853979	-96.87727551	0	-1	0	24-HR	2ND
32.68853968	-96.87530068	0	-1	0	24-HR	2ND
32.68853954	-96.87332585	0	-1	0	24-HR	2ND
32.68853937	-96.87135102	0	-1	0	24-HR	2ND
32.68853917	-96.86937618	0	-1	0	24-HR	2ND
32.68853894	-96.86740135	0	-1	0	24-HR	2ND
32.68853867	-96.86542652	0	-1	0	24-HR	2ND
32.68853838	-96.86345169	0	-1	0	24-HR	2ND
32.68853805	-96.86147686	0	-1	0	24-HR	2ND
32.6885377	-96.85950203	0	-1	0	24-HR	2ND
32.68853731	-96.8575272	0	-1	0	24-HR	2ND
32.68853689	-96.85555237	0	-1	0	24-HR	2ND
32.68853644	-96.85357754	0	-1	0	24-HR	2ND
32.68853596	-96.85160271	0	-1	0	24-HR	2ND
32.68853544	-96.84962788	0	-1	0	24-HR	2ND
32.6885349	-96.84765305	0	-1	0	24-HR	2ND
32.68853433	-96.84567822	0	-1	0	24-HR	2ND
32.69020993	-96.8832	0	-1	0	24-HR	2ND
32.69020991	-96.88122513	0	-1	0	24-HR	2ND
32.69020987	-96.87925026	0	-1	0	24-HR	2ND
32.69020979	-96.8772754	0	-1	0	24-HR	2ND
32.69020968	-96.87530053	0	-1	0	24-HR	2ND
32.69020954	-96.87332566	0	-1	0	24-HR	2ND
32.69020937	-96.87135079	0	-1	0	24-HR	2ND
32.69020917	-96.86937593	0	-1	0	24-HR	2ND
32.69020893	-96.86740106	0	-1	0	24-HR	2ND
32.69020867	-96.86542619	0	-1	0	24-HR	2ND
32.69020837	-96.86345133	0	-1	0	24-HR	2ND
32.69020805	-96.86147646	0	-1	0	24-HR	2ND
32.69020769	-96.85950159	0	-1	0	24-HR	2ND
32.6902073	-96.85752672	0	-1	0	24-HR	2ND
32.69020688	-96.85555186	0	-1	0	24-HR	2ND
32.69020643	-96.85357699	0	-1	0	24-HR	2ND

RBD Emissions - PM10 Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69020595	-96.85160212	0	-1	0	24-HR	2ND
32.69020544	-96.84962725	0	-1	0	24-HR	2ND
32.6902049	-96.84765239	0	-1	0	24-HR	2ND
32.69020432	-96.84567752	0	-1	0	24-HR	2ND
32.69187992	-96.8832	0	-1	0	24-HR	2ND
32.69187991	-96.8812251	0	-1	0	24-HR	2ND
32.69187986	-96.87925019	0	-1	0	24-HR	2ND
32.69187978	-96.87727529	0	-1	0	24-HR	2ND
32.69187967	-96.87530038	0	-1	0	24-HR	2ND
32.69187953	-96.87332548	0	-1	0	24-HR	2ND
32.69187936	-96.87135057	0	-1	0	24-HR	2ND
32.69187916	-96.86937567	0	-1	0	24-HR	2ND
32.69187893	-96.86740077	0	-1	0	24-HR	2ND
32.69187866	-96.86542586	0	-1	0	24-HR	2ND
32.69187837	-96.86345096	0	-1	0	24-HR	2ND
32.69187804	-96.86147605	0	-1	0	24-HR	2ND
32.69187769	-96.85950115	0	-1	0	24-HR	2ND
32.6918773	-96.85752625	0	-1	0	24-HR	2ND
32.69187688	-96.85555134	0	-1	0	24-HR	2ND
32.69187643	-96.85357644	0	-1	0	24-HR	2ND
32.69187595	-96.85160153	0	-1	0	24-HR	2ND
32.69187543	-96.84962663	0	-1	0	24-HR	2ND
32.69187489	-96.84765173	0	-1	0	24-HR	2ND
32.69187431	-96.84567682	0	-1	0	24-HR	2ND
32.69354992	-96.8832	0	-1	0	24-HR	2ND
32.6935499	-96.88122506	0	-1	0	24-HR	2ND
32.69354985	-96.87925012	0	-1	0	24-HR	2ND
32.69354978	-96.87727518	0	-1	0	24-HR	2ND
32.69354967	-96.87530024	0	-1	0	24-HR	2ND
32.69354953	-96.87332529	0	-1	0	24-HR	2ND
32.69354936	-96.87135035	0	-1	0	24-HR	2ND
32.69354916	-96.86937541	0	-1	0	24-HR	2ND
32.69354892	-96.86740047	0	-1	0	24-HR	2ND
32.69354866	-96.86542553	0	-1	0	24-HR	2ND
32.69354836	-96.86345059	0	-1	0	24-HR	2ND
32.69354804	-96.86147565	0	-1	0	24-HR	2ND
32.69354768	-96.85950071	0	-1	0	24-HR	2ND
32.69354729	-96.85752577	0	-1	0	24-HR	2ND
32.69354687	-96.85555083	0	-1	0	24-HR	2ND
32.69354642	-96.85357589	0	-1	0	24-HR	2ND
32.69354594	-96.85160095	0	-1	0	24-HR	2ND
32.69354543	-96.849626	0	-1	0	24-HR	2ND
32.69354488	-96.84765106	0	-1	0	24-HR	2ND
32.69354431	-96.84567612	0	-1	0	24-HR	2ND
32.69521991	-96.8832	0	-1	0	24-HR	2ND
32.6952199	-96.88122502	0	-1	0	24-HR	2ND

RBD Emissions - PM10 Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 (µg/m³)	Average	Rank
32.69521985	-96.87925004	0	-1	0	24-HR	2ND
32.69521977	-96.87727507	0	-1	0	24-HR	2ND
32.69521966	-96.87530009	0	-1	0	24-HR	2ND
32.69521952	-96.87332511	0	-1	0	24-HR	2ND
32.69521935	-96.87135013	0	-1	0	24-HR	2ND
32.69521915	-96.86937516	0	-1	0	24-HR	2ND
32.69521892	-96.86740018	0	-1	0	24-HR	2ND
32.69521865	-96.8654252	0	-1	0	24-HR	2ND
32.69521836	-96.86345022	0	-1	0	24-HR	2ND
32.69521803	-96.86147525	0	-1	0	24-HR	2ND
32.69521767	-96.85950027	0	-1	0	24-HR	2ND
32.69521729	-96.85752529	0	-1	0	24-HR	2ND
32.69521687	-96.85555031	0	-1	0	24-HR	2ND
32.69521642	-96.85357533	0	-1	0	24-HR	2ND
32.69521593	-96.85160036	0	-1	0	24-HR	2ND
32.69521542	-96.84962538	0	-1	0	24-HR	2ND
32.69521488	-96.8476504	0	-1	0	24-HR	2ND
32.6952143	-96.84567542	0	-1	0	24-HR	2ND
32.6968899	-96.8832	0	-1	0	24-HR	2ND
32.69688989	-96.88122499	0	-1	0	24-HR	2ND
32.69688984	-96.87924997	0	-1	0	24-HR	2ND
32.69688977	-96.87727496	0	-1	0	24-HR	2ND
32.69688966	-96.87529994	0	-1	0	24-HR	2ND
32.69688952	-96.87332493	0	-1	0	24-HR	2ND
32.69688935	-96.87134991	0	-1	0	24-HR	2ND
32.69688914	-96.8693749	0	-1	0	24-HR	2ND
32.69688891	-96.86739988	0	-1	0	24-HR	2ND
32.69688865	-96.86542487	0	-1	0	24-HR	2ND
32.69688835	-96.86344986	0	-1	0	24-HR	2ND
32.69688803	-96.86147484	0	-1	0	24-HR	2ND
32.69688767	-96.85949983	0	-1	0	24-HR	2ND
32.69688728	-96.85752481	0	-1	0	24-HR	2ND
32.69688686	-96.8555498	0	-1	0	24-HR	2ND
32.69688641	-96.85357478	0	-1	0	24-HR	2ND
32.69688593	-96.85159977	0	-1	0	24-HR	2ND
32.69688542	-96.84962476	0	-1	0	24-HR	2ND
32.69688487	-96.84764974	0	-1	0	24-HR	2ND
32.6968843	-96.84567473	0	-1	0	24-HR	2ND
32.6985599	-96.8832	0	-1	0	24-HR	2ND
32.69855988	-96.88122495	0	-1	0	24-HR	2ND
32.69855984	-96.8792499	0	-1	0	24-HR	2ND
32.69855976	-96.87727485	0	-1	0	24-HR	2ND
32.69855965	-96.8752998	0	-1	0	24-HR	2ND
32.69855951	-96.87332474	0	-1	0	24-HR	2ND
32.69855934	-96.87134969	0	-1	0	24-HR	2ND
32.69855914	-96.86937464	0	-1	0	24-HR	2ND

RBD Emissions - PM10 Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	-1	0	24-HR	2ND
32.69855864	-96.86542454	0	-1	0	24-HR	2ND
32.69855835	-96.86344949	0	-1	0	24-HR	2ND
32.69855802	-96.86147444	0	-1	0	24-HR	2ND
32.69855766	-96.85949939	0	-1	0	24-HR	2ND
32.69855727	-96.85752433	0	-1	0	24-HR	2ND
32.69855686	-96.85554928	0	-1	0	24-HR	2ND
32.6985564	-96.85357423	0	-1	0	24-HR	2ND
32.69855592	-96.85159918	0	-1	0	24-HR	2ND
32.69855541	-96.84962413	0	-1	0	24-HR	2ND
32.69855487	-96.84764908	0	-1	0	24-HR	2ND
32.69855429	-96.84567403	0	-1	0	24-HR	2ND
32.70022989	-96.8832	0	-1	0	24-HR	2ND
32.70022988	-96.88122491	0	-1	0	24-HR	2ND
32.70022983	-96.87924982	0	-1	0	24-HR	2ND
32.70022975	-96.87727474	0	-1	0	24-HR	2ND
32.70022965	-96.87529965	0	-1	0	24-HR	2ND
32.70022951	-96.87332456	0	-1	0	24-HR	2ND
32.70022933	-96.87134947	0	-1	0	24-HR	2ND
32.70022913	-96.86937438	0	-1	0	24-HR	2ND
32.7002289	-96.8673993	0	-1	0	24-HR	2ND
32.70022864	-96.86542421	0	-1	0	24-HR	2ND
32.70022834	-96.86344912	0	-1	0	24-HR	2ND
32.70022801	-96.86147403	0	-1	0	24-HR	2ND
32.70022766	-96.85949894	0	-1	0	24-HR	2ND
32.70022727	-96.85752386	0	-1	0	24-HR	2ND
32.70022685	-96.85554877	0	-1	0	24-HR	2ND
32.7002264	-96.85357368	0	-1	0	24-HR	2ND
32.70022592	-96.85159859	0	-1	0	24-HR	2ND
32.70022541	-96.84962351	0	-1	0	24-HR	2ND
32.70022486	-96.84764842	0	-1	0	24-HR	2ND
32.70022429	-96.84567333	0	-1	0	24-HR	2ND

RBE Emissions - PM10 Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6685	-96.8832	0	-1	0	24-HR	2ND
32.66849998	-96.88122561	0	-1	0	24-HR	2ND
32.66849994	-96.87925122	0	-1	0	24-HR	2ND
32.66849986	-96.87727683	0	-1	0	24-HR	2ND
32.66849975	-96.87530244	0	-1	0	24-HR	2ND
32.66849961	-96.87332805	0	-1	0	24-HR	2ND
32.66849944	-96.87135366	0	-1	0	24-HR	2ND
32.66849924	-96.86937927	0	-1	0	24-HR	2ND
32.66849901	-96.86740488	0	-1	0	24-HR	2ND
32.66849874	-96.86543049	0	-1	0	24-HR	2ND
32.66849845	-96.8634561	0	-1	0	24-HR	2ND
32.66849812	-96.86148171	0	-1	0	24-HR	2ND
32.66849776	-96.85950732	0	-1	0	24-HR	2ND
32.66849738	-96.85753293	0	-1	0	24-HR	2ND
32.66849696	-96.85555854	0	-1	0	24-HR	2ND
32.66849651	-96.85358415	0	-1	0	24-HR	2ND
32.66849602	-96.85160976	0	-1	0	24-HR	2ND
32.66849551	-96.84963537	0	-1	0	24-HR	2ND
32.66849497	-96.84766098	0	-1	0	24-HR	2ND
32.66849439	-96.84568659	0	-1	0	24-HR	2ND
32.67016999	-96.8832	0	-1	0	24-HR	2ND
32.67016998	-96.88122557	0	-1	0	24-HR	2ND
32.67016993	-96.87925115	0	-1	0	24-HR	2ND
32.67016985	-96.87727672	0	-1	0	24-HR	2ND
32.67016975	-96.87530229	0	-1	0	24-HR	2ND
32.67016961	-96.87332787	0	-1	0	24-HR	2ND
32.67016944	-96.87135344	0	-1	0	24-HR	2ND
32.67016923	-96.86937901	0	-1	0	24-HR	2ND
32.670169	-96.86740459	0	-1	0	24-HR	2ND
32.67016874	-96.86543016	0	-1	0	24-HR	2ND
32.67016844	-96.86345573	0	-1	0	24-HR	2ND
32.67016812	-96.86148131	0	-1	0	24-HR	2ND
32.67016776	-96.85950688	0	-1	0	24-HR	2ND
32.67016737	-96.85753245	0	-1	0	24-HR	2ND
32.67016695	-96.85555803	0	-1	0	24-HR	2ND
32.6701665	-96.8535836	0	-1	0	24-HR	2ND
32.67016602	-96.85160917	0	-1	0	24-HR	2ND
32.67016551	-96.84963475	0	-1	0	24-HR	2ND
32.67016496	-96.84766032	0	-1	0	24-HR	2ND
32.67016439	-96.84568589	0	-1	0	24-HR	2ND
32.67183999	-96.8832	0	-1	0	24-HR	2ND
32.67183997	-96.88122554	0	-1	0	24-HR	2ND
32.67183993	-96.87925107	0	-1	0	24-HR	2ND
32.67183985	-96.87727661	0	-1	0	24-HR	2ND
32.67183974	-96.87530215	0	-1	0	24-HR	2ND
32.6718396	-96.87332768	0	-1	0	24-HR	2ND

RBE Emissions - PM10 Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67183943	-96.87135322	0	-1	0	24-HR	2ND
32.67183923	-96.86937876	0	-1	0	24-HR	2ND
32.67183899	-96.86740429	0	-1	0	24-HR	2ND
32.67183873	-96.86542983	0	-1	0	24-HR	2ND
32.67183844	-96.86345537	0	-1	0	24-HR	2ND
32.67183811	-96.8614809	0	-1	0	24-HR	2ND
32.67183775	-96.85950644	0	-1	0	24-HR	2ND
32.67183736	-96.85753198	0	-1	0	24-HR	2ND
32.67183694	-96.85555751	0	-1	0	24-HR	2ND
32.67183649	-96.85358305	0	-1	0	24-HR	2ND
32.67183601	-96.85160859	0	-1	0	24-HR	2ND
32.6718355	-96.84963412	0	-1	0	24-HR	2ND
32.67183496	-96.84765966	0	-1	0	24-HR	2ND
32.67183438	-96.8456852	0	-1	0	24-HR	2ND
32.67350998	-96.8832	0	-1	0	24-HR	2ND
32.67350997	-96.8812255	0	-1	0	24-HR	2ND
32.67350992	-96.879251	0	-1	0	24-HR	2ND
32.67350984	-96.8772765	0	-1	0	24-HR	2ND
32.67350973	-96.875302	0	-1	0	24-HR	2ND
32.67350959	-96.8733275	0	-1	0	24-HR	2ND
32.67350942	-96.871353	0	-1	0	24-HR	2ND
32.67350922	-96.8693785	0	-1	0	24-HR	2ND
32.67350899	-96.867404	0	-1	0	24-HR	2ND
32.67350873	-96.8654295	0	-1	0	24-HR	2ND
32.67350843	-96.863455	0	-1	0	24-HR	2ND
32.6735081	-96.8614805	0	-1	0	24-HR	2ND
32.67350775	-96.859506	0	-1	0	24-HR	2ND
32.67350736	-96.8575315	0	-1	0	24-HR	2ND
32.67350694	-96.855557	0	-1	0	24-HR	2ND
32.67350649	-96.8535825	0	-1	0	24-HR	2ND
32.67350601	-96.851608	0	-1	0	24-HR	2ND
32.67350549	-96.8496335	0	-1	0	24-HR	2ND
32.67350495	-96.847659	0	-1	0	24-HR	2ND
32.67350438	-96.8456845	0	-1	0	24-HR	2ND
32.67517998	-96.8832	0	-1	0	24-HR	2ND
32.67517996	-96.88122546	0	-1	0	24-HR	2ND
32.67517992	-96.87925093	0	-1	0	24-HR	2ND
32.67517984	-96.87727639	0	-1	0	24-HR	2ND
32.67517973	-96.87530185	0	-1	0	24-HR	2ND
32.67517959	-96.87332732	0	-1	0	24-HR	2ND
32.67517942	-96.87135278	0	-1	0	24-HR	2ND
32.67517922	-96.86937824	0	-1	0	24-HR	2ND
32.67517898	-96.8674037	0	-1	0	24-HR	2ND
32.67517872	-96.86542917	0	-1	0	24-HR	2ND
32.67517842	-96.86345463	0	-1	0	24-HR	2ND
32.6751781	-96.86148009	0	-1	0	24-HR	2ND

RBE Emissions - PM10 Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67517774	-96.85950556	0	-1	0	24-HR	2ND
32.67517735	-96.85753102	0	-1	0	24-HR	2ND
32.67517693	-96.85555648	0	-1	0	24-HR	2ND
32.67517648	-96.85358195	0	-1	0	24-HR	2ND
32.675176	-96.85160741	0	-1	0	24-HR	2ND
32.67517549	-96.84963287	0	-1	0	24-HR	2ND
32.67517495	-96.84765834	0	-1	0	24-HR	2ND
32.67517437	-96.8456838	0	-1	0	24-HR	2ND
32.67684997	-96.8832	0	-1	0	24-HR	2ND
32.67684996	-96.88122543	0	-1	0	24-HR	2ND
32.67684991	-96.87925085	0	-1	0	24-HR	2ND
32.67684983	-96.87727628	0	-1	0	24-HR	2ND
32.67684972	-96.87530171	0	-1	0	24-HR	2ND
32.67684958	-96.87332713	0	-1	0	24-HR	2ND
32.67684941	-96.87135256	0	-1	0	24-HR	2ND
32.67684921	-96.86937798	0	-1	0	24-HR	2ND
32.67684898	-96.86740341	0	-1	0	24-HR	2ND
32.67684871	-96.86542884	0	-1	0	24-HR	2ND
32.67684842	-96.86345426	0	-1	0	24-HR	2ND
32.67684809	-96.86147969	0	-1	0	24-HR	2ND
32.67684774	-96.85950512	0	-1	0	24-HR	2ND
32.67684735	-96.85753054	0	-1	0	24-HR	2ND
32.67684693	-96.85555597	0	-1	0	24-HR	2ND
32.67684648	-96.8535814	0	-1	0	24-HR	2ND
32.676846	-96.85160682	0	-1	0	24-HR	2ND
32.67684548	-96.84963225	0	-1	0	24-HR	2ND
32.67684494	-96.84765768	0	-1	0	24-HR	2ND
32.67684437	-96.8456831	0	-1	0	24-HR	2ND
32.67851997	-96.8832	0	-1	0	24-HR	2ND
32.67851995	-96.88122539	0	-1	0	24-HR	2ND
32.6785199	-96.87925078	0	-1	0	24-HR	2ND
32.67851983	-96.87727617	0	-1	0	24-HR	2ND
32.67851972	-96.87530156	0	-1	0	24-HR	2ND
32.67851958	-96.87332695	0	-1	0	24-HR	2ND
32.67851941	-96.87135234	0	-1	0	24-HR	2ND
32.67851921	-96.86937773	0	-1	0	24-HR	2ND
32.67851897	-96.86740312	0	-1	0	24-HR	2ND
32.67851871	-96.86542851	0	-1	0	24-HR	2ND
32.67851841	-96.8634539	0	-1	0	24-HR	2ND
32.67851809	-96.86147929	0	-1	0	24-HR	2ND
32.67851773	-96.85950468	0	-1	0	24-HR	2ND
32.67851734	-96.85753007	0	-1	0	24-HR	2ND
32.67851692	-96.85555546	0	-1	0	24-HR	2ND
32.67851647	-96.85358085	0	-1	0	24-HR	2ND
32.67851599	-96.85160624	0	-1	0	24-HR	2ND
32.67851548	-96.84963163	0	-1	0	24-HR	2ND

RBE Emissions - PM10 Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67851493	-96.84765702	0	-1	0	24-HR	2ND
32.67851436	-96.84568241	0	-1	0	24-HR	2ND
32.68018996	-96.8832	0	-1	0	24-HR	2ND
32.68018995	-96.88122535	0	-1	0	24-HR	2ND
32.6801899	-96.87925071	0	-1	0	24-HR	2ND
32.68018982	-96.87727606	0	-1	0	24-HR	2ND
32.68018971	-96.87530141	0	-1	0	24-HR	2ND
32.68018957	-96.87332676	0	-1	0	24-HR	2ND
32.6801894	-96.87135212	0	-1	0	24-HR	2ND
32.6801892	-96.86937747	0	-1	0	24-HR	2ND
32.68018897	-96.86740282	0	-1	0	24-HR	2ND
32.6801887	-96.86542818	0	-1	0	24-HR	2ND
32.68018841	-96.86345353	0	-1	0	24-HR	2ND
32.68018808	-96.86147888	0	-1	0	24-HR	2ND
32.68018772	-96.85950424	0	-1	0	24-HR	2ND
32.68018734	-96.85752959	0	-1	0	24-HR	2ND
32.68018692	-96.85555494	0	-1	0	24-HR	2ND
32.68018647	-96.85358029	0	-1	0	24-HR	2ND
32.68018598	-96.85160565	0	-1	0	24-HR	2ND
32.68018547	-96.849631	0	-1	0	24-HR	2ND
32.68018493	-96.84765635	0	-1	0	24-HR	2ND
32.68018435	-96.84568171	0	-1	0	24-HR	2ND
32.68185996	-96.8832	0	-1	0	24-HR	2ND
32.68185994	-96.88122532	0	-1	0	24-HR	2ND
32.68185989	-96.87925063	0	-1	0	24-HR	2ND
32.68185982	-96.87727595	0	-1	0	24-HR	2ND
32.68185971	-96.87530126	0	-1	0	24-HR	2ND
32.68185957	-96.87332658	0	-1	0	24-HR	2ND
32.6818594	-96.8713519	0	-1	0	24-HR	2ND
32.68185919	-96.86937721	0	-1	0	24-HR	2ND
32.68185896	-96.86740253	0	-1	0	24-HR	2ND
32.6818587	-96.86542785	0	-1	0	24-HR	2ND
32.6818584	-96.86345316	0	-1	0	24-HR	2ND
32.68185808	-96.86147848	0	-1	0	24-HR	2ND
32.68185772	-96.85950379	0	-1	0	24-HR	2ND
32.68185733	-96.85752911	0	-1	0	24-HR	2ND
32.68185691	-96.85555443	0	-1	0	24-HR	2ND
32.68185646	-96.85357974	0	-1	0	24-HR	2ND
32.68185598	-96.85160506	0	-1	0	24-HR	2ND
32.68185547	-96.84963038	0	-1	0	24-HR	2ND
32.68185492	-96.84765569	0	-1	0	24-HR	2ND
32.68185435	-96.84568101	0	-1	0	24-HR	2ND
32.68352995	-96.8832	0	-1	0	24-HR	2ND
32.68352993	-96.88122528	0	-1	0	24-HR	2ND
32.68352989	-96.87925056	0	-1	0	24-HR	2ND
32.68352981	-96.87727584	0	-1	0	24-HR	2ND

RBE Emissions - PM10 Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6835297	-96.87530112	0	-1	0	24-HR	2ND
32.68352956	-96.8733264	0	-1	0	24-HR	2ND
32.68352939	-96.87135168	0	-1	0	24-HR	2ND
32.68352919	-96.86937696	0	-1	0	24-HR	2ND
32.68352896	-96.86740224	0	-1	0	24-HR	2ND
32.68352869	-96.86542752	0	-1	0	24-HR	2ND
32.6835284	-96.86345279	0	-1	0	24-HR	2ND
32.68352807	-96.86147807	0	-1	0	24-HR	2ND
32.68352771	-96.85950335	0	-1	0	24-HR	2ND
32.68352732	-96.85752863	0	-1	0	24-HR	2ND
32.68352691	-96.85555391	0	-1	0	24-HR	2ND
32.68352646	-96.85357919	0	-1	0	24-HR	2ND
32.68352597	-96.85160447	0	-1	0	24-HR	2ND
32.68352546	-96.84962975	0	-1	0	24-HR	2ND
32.68352492	-96.84765503	0	-1	0	24-HR	2ND
32.68352434	-96.84568031	0	-1	0	24-HR	2ND
32.68519994	-96.8832	0	-1	0	24-HR	2ND
32.68519993	-96.88122524	0	-1	0	24-HR	2ND
32.68519988	-96.87925049	0	-1	0	24-HR	2ND
32.6851998	-96.87727573	0	-1	0	24-HR	2ND
32.6851997	-96.87530097	0	-1	0	24-HR	2ND
32.68519956	-96.87332621	0	-1	0	24-HR	2ND
32.68519939	-96.87135146	0	-1	0	24-HR	2ND
32.68519918	-96.8693767	0	-1	0	24-HR	2ND
32.68519895	-96.86740194	0	-1	0	24-HR	2ND
32.68519869	-96.86542718	0	-1	0	24-HR	2ND
32.68519839	-96.86345243	0	-1	0	24-HR	2ND
32.68519806	-96.86147767	0	-1	0	24-HR	2ND
32.68519771	-96.85950291	0	-1	0	24-HR	2ND
32.68519732	-96.85752816	0	-1	0	24-HR	2ND
32.6851969	-96.8555534	0	-1	0	24-HR	2ND
32.68519645	-96.85357864	0	-1	0	24-HR	2ND
32.68519597	-96.85160388	0	-1	0	24-HR	2ND
32.68519546	-96.84962913	0	-1	0	24-HR	2ND
32.68519491	-96.84765437	0	-1	0	24-HR	2ND
32.68519434	-96.84567961	0	-1	0	24-HR	2ND
32.68686994	-96.8832	0	-1	0	24-HR	2ND
32.68686992	-96.88122521	0	-1	0	24-HR	2ND
32.68686988	-96.87925041	0	-1	0	24-HR	2ND
32.6868698	-96.87727562	0	-1	0	24-HR	2ND
32.68686969	-96.87530082	0	-1	0	24-HR	2ND
32.68686955	-96.87332603	0	-1	0	24-HR	2ND
32.68686938	-96.87135124	0	-1	0	24-HR	2ND
32.68686918	-96.86937644	0	-1	0	24-HR	2ND
32.68686894	-96.86740165	0	-1	0	24-HR	2ND
32.68686868	-96.86542685	0	-1	0	24-HR	2ND

RBE Emissions - PM10 Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68686839	-96.86345206	0	-1	0	24-HR	2ND
32.68686806	-96.86147727	0	-1	0	24-HR	2ND
32.6868677	-96.85950247	0	-1	0	24-HR	2ND
32.68686731	-96.85752768	0	-1	0	24-HR	2ND
32.68686689	-96.85555288	0	-1	0	24-HR	2ND
32.68686644	-96.85357809	0	-1	0	24-HR	2ND
32.68686596	-96.8516033	0	-1	0	24-HR	2ND
32.68686545	-96.8496285	0	-1	0	24-HR	2ND
32.68686491	-96.84765371	0	-1	0	24-HR	2ND
32.68686433	-96.84567892	0	-1	0	24-HR	2ND
32.68853993	-96.8832	0	-1	0	24-HR	2ND
32.68853992	-96.88122517	0	-1	0	24-HR	2ND
32.68853987	-96.87925034	0	-1	0	24-HR	2ND
32.68853979	-96.87727551	0	-1	0	24-HR	2ND
32.68853968	-96.87530068	0	-1	0	24-HR	2ND
32.68853954	-96.87332585	0	-1	0	24-HR	2ND
32.68853937	-96.87135102	0	-1	0	24-HR	2ND
32.68853917	-96.86937618	0	-1	0	24-HR	2ND
32.68853894	-96.86740135	0	-1	0	24-HR	2ND
32.68853867	-96.86542652	0	-1	0	24-HR	2ND
32.68853838	-96.86345169	0	-1	0	24-HR	2ND
32.68853805	-96.86147686	0	-1	0	24-HR	2ND
32.6885377	-96.85950203	0	-1	0	24-HR	2ND
32.68853731	-96.8575272	0	-1	0	24-HR	2ND
32.68853689	-96.85555237	0	-1	0	24-HR	2ND
32.68853644	-96.85357754	0	-1	0	24-HR	2ND
32.68853596	-96.85160271	0	-1	0	24-HR	2ND
32.68853544	-96.84962788	0	-1	0	24-HR	2ND
32.6885349	-96.84765305	0	-1	0	24-HR	2ND
32.68853433	-96.84567822	0	-1	0	24-HR	2ND
32.69020993	-96.8832	0	-1	0	24-HR	2ND
32.69020991	-96.88122513	0	-1	0	24-HR	2ND
32.69020987	-96.87925026	0	-1	0	24-HR	2ND
32.69020979	-96.8772754	0	-1	0	24-HR	2ND
32.69020968	-96.87530053	0	-1	0	24-HR	2ND
32.69020954	-96.87332566	0	-1	0	24-HR	2ND
32.69020937	-96.87135079	0	-1	0	24-HR	2ND
32.69020917	-96.86937593	0	-1	0	24-HR	2ND
32.69020893	-96.86740106	0	-1	0	24-HR	2ND
32.69020867	-96.86542619	0	-1	0	24-HR	2ND
32.69020837	-96.86345133	0	-1	0	24-HR	2ND
32.69020805	-96.86147646	0	-1	0	24-HR	2ND
32.69020769	-96.85950159	0	-1	0	24-HR	2ND
32.6902073	-96.85752672	0	-1	0	24-HR	2ND
32.69020688	-96.85555186	0	-1	0	24-HR	2ND
32.69020643	-96.85357699	0	-1	0	24-HR	2ND

RBE Emissions - PM10 Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69020595	-96.85160212	0	-1	0	24-HR	2ND
32.69020544	-96.84962725	0	-1	0	24-HR	2ND
32.6902049	-96.84765239	0	-1	0	24-HR	2ND
32.69020432	-96.84567752	0	-1	0	24-HR	2ND
32.69187992	-96.8832	0	-1	0	24-HR	2ND
32.69187991	-96.8812251	0	-1	0	24-HR	2ND
32.69187986	-96.87925019	0	-1	0	24-HR	2ND
32.69187978	-96.87727529	0	-1	0	24-HR	2ND
32.69187967	-96.87530038	0	-1	0	24-HR	2ND
32.69187953	-96.87332548	0	-1	0	24-HR	2ND
32.69187936	-96.87135057	0	-1	0	24-HR	2ND
32.69187916	-96.86937567	0	-1	0	24-HR	2ND
32.69187893	-96.86740077	0	-1	0	24-HR	2ND
32.69187866	-96.86542586	0	-1	0	24-HR	2ND
32.69187837	-96.86345096	0	-1	0	24-HR	2ND
32.69187804	-96.86147605	0	-1	0	24-HR	2ND
32.69187769	-96.85950115	0	-1	0	24-HR	2ND
32.6918773	-96.85752625	0	-1	0	24-HR	2ND
32.69187688	-96.85555134	0	-1	0	24-HR	2ND
32.69187643	-96.85357644	0	-1	0	24-HR	2ND
32.69187595	-96.85160153	0	-1	0	24-HR	2ND
32.69187543	-96.84962663	0	-1	0	24-HR	2ND
32.69187489	-96.84765173	0	-1	0	24-HR	2ND
32.69187431	-96.84567682	0	-1	0	24-HR	2ND
32.69354992	-96.8832	0	-1	0	24-HR	2ND
32.6935499	-96.88122506	0	-1	0	24-HR	2ND
32.69354985	-96.87925012	0	-1	0	24-HR	2ND
32.69354978	-96.87727518	0	-1	0	24-HR	2ND
32.69354967	-96.87530024	0	-1	0	24-HR	2ND
32.69354953	-96.87332529	0	-1	0	24-HR	2ND
32.69354936	-96.87135035	0	-1	0	24-HR	2ND
32.69354916	-96.86937541	0	-1	0	24-HR	2ND
32.69354892	-96.86740047	0	-1	0	24-HR	2ND
32.69354866	-96.86542553	0	-1	0	24-HR	2ND
32.69354836	-96.86345059	0	-1	0	24-HR	2ND
32.69354804	-96.86147565	0	-1	0	24-HR	2ND
32.69354768	-96.85950071	0	-1	0	24-HR	2ND
32.69354729	-96.85752577	0	-1	0	24-HR	2ND
32.69354687	-96.85555083	0	-1	0	24-HR	2ND
32.69354642	-96.85357589	0	-1	0	24-HR	2ND
32.69354594	-96.85160095	0	-1	0	24-HR	2ND
32.69354543	-96.849626	0	-1	0	24-HR	2ND
32.69354488	-96.84765106	0	-1	0	24-HR	2ND
32.69354431	-96.84567612	0	-1	0	24-HR	2ND
32.69521991	-96.8832	0	-1	0	24-HR	2ND
32.6952199	-96.88122502	0	-1	0	24-HR	2ND

RBE Emissions - PM10 Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69521985	-96.87925004	0	-1	0	24-HR	2ND
32.69521977	-96.87727507	0	-1	0	24-HR	2ND
32.69521966	-96.87530009	0	-1	0	24-HR	2ND
32.69521952	-96.87332511	0	-1	0	24-HR	2ND
32.69521935	-96.87135013	0	-1	0	24-HR	2ND
32.69521915	-96.86937516	0	-1	0	24-HR	2ND
32.69521892	-96.86740018	0	-1	0	24-HR	2ND
32.69521865	-96.8654252	0	-1	0	24-HR	2ND
32.69521836	-96.86345022	0	-1	0	24-HR	2ND
32.69521803	-96.86147525	0	-1	0	24-HR	2ND
32.69521767	-96.85950027	0	-1	0	24-HR	2ND
32.69521729	-96.85752529	0	-1	0	24-HR	2ND
32.69521687	-96.85555031	0	-1	0	24-HR	2ND
32.69521642	-96.85357533	0	-1	0	24-HR	2ND
32.69521593	-96.85160036	0	-1	0	24-HR	2ND
32.69521542	-96.84962538	0	-1	0	24-HR	2ND
32.69521488	-96.8476504	0	-1	0	24-HR	2ND
32.6952143	-96.84567542	0	-1	0	24-HR	2ND
32.6968899	-96.8832	0	-1	0	24-HR	2ND
32.69688989	-96.88122499	0	-1	0	24-HR	2ND
32.69688984	-96.87924997	0	-1	0	24-HR	2ND
32.69688977	-96.87727496	0	-1	0	24-HR	2ND
32.69688966	-96.87529994	0	-1	0	24-HR	2ND
32.69688952	-96.87332493	0	-1	0	24-HR	2ND
32.69688935	-96.87134991	0	-1	0	24-HR	2ND
32.69688914	-96.8693749	0	-1	0	24-HR	2ND
32.69688891	-96.86739988	0	-1	0	24-HR	2ND
32.69688865	-96.86542487	0	-1	0	24-HR	2ND
32.69688835	-96.86344986	0	-1	0	24-HR	2ND
32.69688803	-96.86147484	0	-1	0	24-HR	2ND
32.69688767	-96.85949983	0	-1	0	24-HR	2ND
32.69688728	-96.85752481	0	-1	0	24-HR	2ND
32.69688686	-96.8555498	0	-1	0	24-HR	2ND
32.69688641	-96.85357478	0	-1	0	24-HR	2ND
32.69688593	-96.85159977	0	-1	0	24-HR	2ND
32.69688542	-96.84962476	0	-1	0	24-HR	2ND
32.69688487	-96.84764974	0	-1	0	24-HR	2ND
32.6968843	-96.84567473	0	-1	0	24-HR	2ND
32.6985599	-96.8832	0	-1	0	24-HR	2ND
32.69855988	-96.88122495	0	-1	0	24-HR	2ND
32.69855984	-96.8792499	0	-1	0	24-HR	2ND
32.69855976	-96.87727485	0	-1	0	24-HR	2ND
32.69855965	-96.8752998	0	-1	0	24-HR	2ND
32.69855951	-96.87332474	0	-1	0	24-HR	2ND
32.69855934	-96.87134969	0	-1	0	24-HR	2ND
32.69855914	-96.86937464	0	-1	0	24-HR	2ND

RBE Emissions - PM10 Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	PM10 ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69855891	-96.86739959	0	-1	0	24-HR	2ND
32.69855864	-96.86542454	0	-1	0	24-HR	2ND
32.69855835	-96.86344949	0	-1	0	24-HR	2ND
32.69855802	-96.86147444	0	-1	0	24-HR	2ND
32.69855766	-96.85949939	0	-1	0	24-HR	2ND
32.69855727	-96.85752433	0	-1	0	24-HR	2ND
32.69855686	-96.85554928	0	-1	0	24-HR	2ND
32.6985564	-96.85357423	0	-1	0	24-HR	2ND
32.69855592	-96.85159918	0	-1	0	24-HR	2ND
32.69855541	-96.84962413	0	-1	0	24-HR	2ND
32.69855487	-96.84764908	0	-1	0	24-HR	2ND
32.69855429	-96.84567403	0	-1	0	24-HR	2ND
32.70022989	-96.8832	0	-1	0	24-HR	2ND
32.70022988	-96.88122491	0	-1	0	24-HR	2ND
32.70022983	-96.87924982	0	-1	0	24-HR	2ND
32.70022975	-96.87727474	0	-1	0	24-HR	2ND
32.70022965	-96.87529965	0	-1	0	24-HR	2ND
32.70022951	-96.87332456	0	-1	0	24-HR	2ND
32.70022933	-96.87134947	0	-1	0	24-HR	2ND
32.70022913	-96.86937438	0	-1	0	24-HR	2ND
32.7002289	-96.8673993	0	-1	0	24-HR	2ND
32.70022864	-96.86542421	0	-1	0	24-HR	2ND
32.70022834	-96.86344912	0	-1	0	24-HR	2ND
32.70022801	-96.86147403	0	-1	0	24-HR	2ND
32.70022766	-96.85949894	0	-1	0	24-HR	2ND
32.70022727	-96.85752386	0	-1	0	24-HR	2ND
32.70022685	-96.85554877	0	-1	0	24-HR	2ND
32.7002264	-96.85357368	0	-1	0	24-HR	2ND
32.70022592	-96.85159859	0	-1	0	24-HR	2ND
32.70022541	-96.84962351	0	-1	0	24-HR	2ND
32.70022486	-96.84764842	0	-1	0	24-HR	2ND
32.70022429	-96.84567333	0	-1	0	24-HR	2ND

RBD Emissions - SOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6685	-96.8832	0	0	0.000866691	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00115843	1-HR	1ST
32.66849994	-96.87925122	0	0	0.00157228	1-HR	1ST
32.66849986	-96.87727683	0	1	0.0021852	1-HR	1ST
32.66849975	-96.87530244	0	1	0.00313904	1-HR	1ST
32.66849961	-96.87332805	0	1	0.00472624	1-HR	1ST
32.66849944	-96.87135366	0	2	0.00771405	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0146344	1-HR	1ST
32.66849901	-96.86740488	0	2	0.0222319	1-HR	1ST
32.66849874	-96.86543049	0	2	0.012016	1-HR	1ST
32.66849845	-96.8634561	0	1	0.00582273	1-HR	1ST
32.66849812	-96.86148171	0	1	0.00336071	1-HR	1ST
32.66849776	-96.85950732	0	1	0.0021203	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00141078	1-HR	1ST
32.66849696	-96.85555854	0	0	0.000974292	1-HR	1ST
32.66849651	-96.85358415	0	0	0.000830486	1-HR	1ST
32.66849602	-96.85160976	0	0	0.00141113	1-HR	1ST
32.66849551	-96.84963537	0	1	0.00258092	1-HR	1ST
32.66849497	-96.84766098	0	1	0.00326364	1-HR	1ST
32.66849439	-96.84568659	0	1	0.00344029	1-HR	1ST
32.67016999	-96.8832	0	0	0.000900417	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00120739	1-HR	1ST
32.67016993	-96.87925115	0	0	0.00164446	1-HR	1ST
32.67016985	-96.87727672	0	1	0.0022929	1-HR	1ST
32.67016975	-96.87530229	0	1	0.00329953	1-HR	1ST
32.67016961	-96.87332787	0	1	0.00497247	1-HR	1ST
32.67016944	-96.87135344	0	2	0.00817793	1-HR	1ST
32.67016923	-96.86937901	0	2	0.0162426	1-HR	1ST
32.670169	-96.86740459	0	2	0.0266771	1-HR	1ST
32.67016874	-96.86543016	0	2	0.0132412	1-HR	1ST
32.67016844	-96.86345573	0	1	0.00616497	1-HR	1ST
32.67016812	-96.86148131	0	1	0.00353831	1-HR	1ST
32.67016776	-96.85950688	0	1	0.00222919	1-HR	1ST
32.67016737	-96.85753245	0	0	0.00148048	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00134072	1-HR	1ST
32.6701665	-96.8535836	0	1	0.00243723	1-HR	1ST
32.67016602	-96.85160917	0	1	0.00410573	1-HR	1ST
32.67016551	-96.84963475	0	1	0.00485025	1-HR	1ST
32.67016496	-96.84766032	0	1	0.00464842	1-HR	1ST
32.67016439	-96.84568589	0	1	0.00429869	1-HR	1ST
32.67183999	-96.8832	0	0	0.000935986	1-HR	1ST
32.67183997	-96.88122554	0	0	0.0012584	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00171935	1-HR	1ST
32.67183985	-96.87727661	0	1	0.00240317	1-HR	1ST
32.67183974	-96.87530215	0	1	0.0034624	1-HR	1ST
32.6718396	-96.87332768	0	1	0.00522846	1-HR	1ST

RBD Emissions - SOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	2	0.00872298	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0186562	1-HR	1ST
32.67183899	-96.86740429	0	3	0.0367559	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0150319	1-HR	1ST
32.67183844	-96.86345537	0	1	0.00655224	1-HR	1ST
32.67183811	-96.8614809	0	1	0.00372096	1-HR	1ST
32.67183775	-96.85950644	0	1	0.0023938	1-HR	1ST
32.67183736	-96.85753198	0	1	0.0030881	1-HR	1ST
32.67183694	-96.85555751	0	1	0.00450843	1-HR	1ST
32.67183649	-96.85358305	0	1	0.00602726	1-HR	1ST
32.67183601	-96.85160859	0	1	0.00648489	1-HR	1ST
32.6718355	-96.84963412	0	1	0.0059231	1-HR	1ST
32.67183496	-96.84765966	0	1	0.00522772	1-HR	1ST
32.67183438	-96.8456852	0	1	0.00464268	1-HR	1ST
32.67350998	-96.8832	0	0	0.000973373	1-HR	1ST
32.67350997	-96.8812255	0	0	0.00131186	1-HR	1ST
32.67350992	-96.879251	0	1	0.0017969	1-HR	1ST
32.67350984	-96.8772765	0	1	0.0025164	1-HR	1ST
32.67350973	-96.875302	0	1	0.00363062	1-HR	1ST
32.67350959	-96.8733275	0	1	0.00551015	1-HR	1ST
32.67350942	-96.871353	0	2	0.00941669	1-HR	1ST
32.67350922	-96.8693785	0	2	0.0226301	1-HR	1ST
32.67350899	-96.867404	0	3	0.060986	1-HR	1ST
32.67350873	-96.8654295	0	2	0.0179263	1-HR	1ST
32.67350843	-96.863455	0	2	0.00703084	1-HR	1ST
32.6735081	-96.8614805	0	1	0.00508087	1-HR	1ST
32.67350775	-96.859506	0	2	0.00753138	1-HR	1ST
32.67350736	-96.8575315	0	2	0.00914262	1-HR	1ST
32.67350694	-96.855557	0	2	0.00919217	1-HR	1ST
32.67350649	-96.8535825	0	2	0.00822192	1-HR	1ST
32.67350601	-96.851608	0	2	0.00719045	1-HR	1ST
32.67350549	-96.8496335	0	1	0.00617115	1-HR	1ST
32.67350495	-96.847659	0	1	0.00535439	1-HR	1ST
32.67350438	-96.8456845	0	1	0.00470426	1-HR	1ST
32.67517998	-96.8832	0	0	0.0010126	1-HR	1ST
32.67517996	-96.88122546	0	0	0.00136729	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00187727	1-HR	1ST
32.67517984	-96.87727639	0	1	0.00263331	1-HR	1ST
32.67517973	-96.87530185	0	1	0.00380797	1-HR	1ST
32.67517959	-96.87332732	0	1	0.00582825	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0102687	1-HR	1ST
32.67517922	-96.86937824	0	2	0.0275098	1-HR	1ST
32.67517898	-96.8674037	0	3	0.1109	1-HR	1ST
32.67517872	-96.86542917	0	2	0.0216766	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0108745	1-HR	1ST
32.6751781	-96.86148009	0	3	0.0837306	1-HR	1ST

RBD Emissions - SOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67517774	-96.85950556	0	2	0.0151113	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0133109	1-HR	1ST
32.67517693	-96.85555648	0	2	0.0106571	1-HR	1ST
32.67517648	-96.85358195	0	2	0.00847936	1-HR	1ST
32.675176	-96.85160741	0	2	0.00709818	1-HR	1ST
32.67517549	-96.84963287	0	1	0.00606061	1-HR	1ST
32.67517495	-96.84765834	0	1	0.00525378	1-HR	1ST
32.67517437	-96.8456838	0	1	0.00461735	1-HR	1ST
32.67684997	-96.8832	0	0	0.00105345	1-HR	1ST
32.67684996	-96.88122543	0	0	0.00142532	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00196074	1-HR	1ST
32.67684983	-96.87727628	0	1	0.00275558	1-HR	1ST
32.67684972	-96.87530171	0	1	0.0039987	1-HR	1ST
32.67684958	-96.87332713	0	1	0.0061907	1-HR	1ST
32.67684941	-96.87135256	0	2	0.0113184	1-HR	1ST
32.67684921	-96.86937798	0	3	0.0325621	1-HR	1ST
32.67684898	-96.86740341	0	5	0.622857	1-HR	1ST
32.67684871	-96.86542884	0	2	0.027667	1-HR	1ST
32.67684842	-96.86345426	0	5	1.0753	1-HR	1ST
32.67684809	-96.86147969	0	4	0.357345	1-HR	1ST
32.67684774	-96.85950512	0	2	0.0179705	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0135434	1-HR	1ST
32.67684693	-96.85555597	0	2	0.010231	1-HR	1ST
32.67684648	-96.8535814	0	2	0.00809923	1-HR	1ST
32.676846	-96.85160682	0	1	0.00676903	1-HR	1ST
32.67684548	-96.84963225	0	1	0.00579997	1-HR	1ST
32.67684494	-96.84765768	0	1	0.00505095	1-HR	1ST
32.67684437	-96.8456831	0	1	0.00446098	1-HR	1ST
32.67851997	-96.8832	0	0	0.00109589	1-HR	1ST
32.67851995	-96.88122539	0	0	0.00148565	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00204821	1-HR	1ST
32.67851983	-96.87727617	0	1	0.00288545	1-HR	1ST
32.67851972	-96.87530156	0	1	0.00420902	1-HR	1ST
32.67851958	-96.87332695	0	1	0.00661965	1-HR	1ST
32.67851941	-96.87135234	0	2	0.0126637	1-HR	1ST
32.67851921	-96.86937773	0	3	0.0513341	1-HR	1ST
32.67851897	-96.86740312	0	5	0.866222	1-HR	1ST
32.67851871	-96.86542851	0	5	1.02661	1-HR	1ST
32.67851841	-96.8634539	0	4	0.38956	1-HR	1ST
32.67851809	-96.86147929	0	4	0.2119	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0180898	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0124796	1-HR	1ST
32.67851692	-96.85555546	0	2	0.00954166	1-HR	1ST
32.67851647	-96.85358085	0	2	0.00765601	1-HR	1ST
32.67851599	-96.85160624	0	1	0.00639665	1-HR	1ST
32.67851548	-96.84963163	0	1	0.00549667	1-HR	1ST

RBD Emissions - SOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67851493	-96.84765702	0	1	0.00481526	1-HR	1ST
32.67851436	-96.84568241	0	1	0.00427744	1-HR	1ST
32.68018996	-96.8832	0	0	0.00114071	1-HR	1ST
32.68018995	-96.88122535	0	0	0.00154937	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00214061	1-HR	1ST
32.68018982	-96.87727606	0	1	0.00302518	1-HR	1ST
32.68018971	-96.87530141	0	1	0.00444477	1-HR	1ST
32.68018957	-96.87332676	0	2	0.00713913	1-HR	1ST
32.6801894	-96.87135212	0	2	0.0256851	1-HR	1ST
32.6801892	-96.86937747	0	3	0.107809	1-HR	1ST
32.68018897	-96.86740282	0	5	1.41753	1-HR	1ST
32.6801887	-96.86542818	0	5	0.642576	1-HR	1ST
32.68018841	-96.86345353	0	4	0.254448	1-HR	1ST
32.68018808	-96.86147888	0	4	0.142536	1-HR	1ST
32.68018772	-96.85950424	0	2	0.0212897	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0116888	1-HR	1ST
32.68018692	-96.85555494	0	2	0.00905961	1-HR	1ST
32.68018647	-96.85358029	0	2	0.00729274	1-HR	1ST
32.68018598	-96.85160565	0	1	0.0060631	1-HR	1ST
32.68018547	-96.849631	0	1	0.00520401	1-HR	1ST
32.68018493	-96.84765635	0	1	0.00457636	1-HR	1ST
32.68018435	-96.84568171	0	1	0.00408725	1-HR	1ST
32.68185996	-96.8832	0	0	0.00118744	1-HR	1ST
32.68185994	-96.88122532	0	0	0.00161638	1-HR	1ST
32.68185989	-96.87925063	0	1	0.00223818	1-HR	1ST
32.68185982	-96.87727595	0	1	0.00317578	1-HR	1ST
32.68185971	-96.87530126	0	1	0.00471342	1-HR	1ST
32.68185957	-96.87332658	0	2	0.0134529	1-HR	1ST
32.6818594	-96.8713519	0	3	0.0848942	1-HR	1ST
32.68185919	-96.86937721	0	5	1.27323	1-HR	1ST
32.68185896	-96.86740253	0	5	1.50704	1-HR	1ST
32.6818587	-96.86542785	0	4	0.344013	1-HR	1ST
32.6818584	-96.86345316	0	4	0.185839	1-HR	1ST
32.68185808	-96.86147848	0	3	0.105802	1-HR	1ST
32.68185772	-96.85950379	0	2	0.0247704	1-HR	1ST
32.68185733	-96.85752911	0	2	0.0113803	1-HR	1ST
32.68185691	-96.85555443	0	2	0.00876531	1-HR	1ST
32.68185646	-96.85357974	0	2	0.00702655	1-HR	1ST
32.68185598	-96.85160506	0	1	0.00579276	1-HR	1ST
32.68185547	-96.84963038	0	1	0.00494564	1-HR	1ST
32.68185492	-96.84765569	0	1	0.00435279	1-HR	1ST
32.68185435	-96.84568101	0	1	0.00390347	1-HR	1ST
32.68352995	-96.8832	0	0	0.00123662	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00168634	1-HR	1ST
32.68352989	-96.87925056	0	1	0.00234121	1-HR	1ST
32.68352981	-96.87727584	0	1	0.00333959	1-HR	1ST

RBD Emissions - SOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6835297	-96.87530112	0	2	0.00828771	1-HR	1ST
32.68352956	-96.8733264	0	3	0.0620403	1-HR	1ST
32.68352939	-96.87135168	0	5	1.27628	1-HR	1ST
32.68352919	-96.86937696	0	5	1.26635	1-HR	1ST
32.68352896	-96.86740224	0	5	1.4538	1-HR	1ST
32.68352869	-96.86542752	0	4	0.312118	1-HR	1ST
32.6835284	-96.86345279	0	4	0.147477	1-HR	1ST
32.68352807	-96.86147807	0	3	0.0842179	1-HR	1ST
32.68352771	-96.85950335	0	2	0.0265911	1-HR	1ST
32.68352732	-96.85752863	0	2	0.0114998	1-HR	1ST
32.68352691	-96.85555391	0	2	0.00854463	1-HR	1ST
32.68352646	-96.85357919	0	2	0.00682155	1-HR	1ST
32.68352597	-96.85160447	0	1	0.00557747	1-HR	1ST
32.68352546	-96.84962975	0	1	0.00472539	1-HR	1ST
32.68352492	-96.84765503	0	1	0.00415018	1-HR	1ST
32.68352434	-96.84568031	0	1	0.00373157	1-HR	1ST
32.68519994	-96.8832	0	0	0.00128801	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00175988	1-HR	1ST
32.68519988	-96.87925049	0	1	0.00245111	1-HR	1ST
32.6851998	-96.87727573	0	1	0.00575667	1-HR	1ST
32.6851997	-96.87530097	0	3	0.0497458	1-HR	1ST
32.68519956	-96.87332621	0	6	2.23761	1-HR	1ST
32.68519939	-96.87135146	0	5	1.06339	1-HR	1ST
32.68519918	-96.8693767	0	5	1.07806	1-HR	1ST
32.68519895	-96.86740194	0	5	1.38984	1-HR	1ST
32.68519869	-96.86542718	0	4	0.304569	1-HR	1ST
32.68519839	-96.86345243	0	4	0.125591	1-HR	1ST
32.68519806	-96.86147767	0	3	0.0708615	1-HR	1ST
32.68519771	-96.85950291	0	2	0.0271616	1-HR	1ST
32.68519732	-96.85752816	0	2	0.011792	1-HR	1ST
32.6851969	-96.8555534	0	2	0.0083524	1-HR	1ST
32.68519645	-96.85357864	0	1	0.00662578	1-HR	1ST
32.68519597	-96.85160388	0	1	0.00538947	1-HR	1ST
32.68519546	-96.84962913	0	1	0.0045398	1-HR	1ST
32.68519491	-96.84765437	0	1	0.00397643	1-HR	1ST
32.68519434	-96.84567961	0	1	0.00358228	1-HR	1ST
32.68686994	-96.8832	0	0	0.00134161	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00183727	1-HR	1ST
32.68686988	-96.87925041	0	1	0.00422385	1-HR	1ST
32.6868698	-96.87727562	0	3	0.0376639	1-HR	1ST
32.68686969	-96.87530082	0	6	2.59083	1-HR	1ST
32.68686955	-96.87332603	0	5	1.34939	1-HR	1ST
32.68686938	-96.87135124	0	5	0.952391	1-HR	1ST
32.68686918	-96.86937644	0	5	0.899358	1-HR	1ST
32.68686894	-96.86740165	0	5	1.56839	1-HR	1ST
32.68686868	-96.86542685	0	4	0.301568	1-HR	1ST

RBD Emissions - SOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68686839	-96.86345206	0	4	0.112954	1-HR	1ST
32.68686806	-96.86147727	0	3	0.062191	1-HR	1ST
32.6868677	-96.85950247	0	2	0.0270964	1-HR	1ST
32.68686731	-96.85752768	0	2	0.0122389	1-HR	1ST
32.68686689	-96.85555288	0	2	0.00821471	1-HR	1ST
32.68686644	-96.85357809	0	1	0.00643656	1-HR	1ST
32.68686596	-96.8516033	0	1	0.00521603	1-HR	1ST
32.68686545	-96.8496285	0	1	0.00437581	1-HR	1ST
32.68686491	-96.84765371	0	1	0.00382709	1-HR	1ST
32.68686433	-96.84567892	0	1	0.00346022	1-HR	1ST
32.68853993	-96.8832	0	0	0.00139805	1-HR	1ST
32.68853992	-96.88122517	0	1	0.00321946	1-HR	1ST
32.68853987	-96.87925034	0	3	0.0397358	1-HR	1ST
32.68853979	-96.87727551	0	6	3.75376	1-HR	1ST
32.68853968	-96.87530068	0	5	1.79875	1-HR	1ST
32.68853954	-96.87332585	0	5	1.03772	1-HR	1ST
32.68853937	-96.87135102	0	5	0.837136	1-HR	1ST
32.68853917	-96.86937618	0	5	0.974347	1-HR	1ST
32.68853894	-96.86740135	0	5	1.01507	1-HR	1ST
32.68853867	-96.86542652	0	4	0.304363	1-HR	1ST
32.68853838	-96.86345169	0	3	0.105497	1-HR	1ST
32.68853805	-96.86147686	0	3	0.0564058	1-HR	1ST
32.6885377	-96.85950203	0	2	0.0267592	1-HR	1ST
32.68853731	-96.8575272	0	2	0.0126546	1-HR	1ST
32.68853689	-96.85555237	0	2	0.00813687	1-HR	1ST
32.68853644	-96.85357754	0	1	0.00627715	1-HR	1ST
32.68853596	-96.85160271	0	1	0.00506762	1-HR	1ST
32.68853544	-96.84962788	0	1	0.00424424	1-HR	1ST
32.6885349	-96.84765305	0	1	0.00371371	1-HR	1ST
32.68853433	-96.84567822	0	1	0.00337303	1-HR	1ST
32.69020993	-96.8832	0	1	0.00252995	1-HR	1ST
32.69020991	-96.88122513	0	3	0.041768	1-HR	1ST
32.69020987	-96.87925026	0	5	1.10087	1-HR	1ST
32.69020979	-96.8772754	0	6	2.25376	1-HR	1ST
32.69020968	-96.87530053	0	5	1.25379	1-HR	1ST
32.69020954	-96.87332566	0	5	0.7808	1-HR	1ST
32.69020937	-96.87135079	0	5	0.792006	1-HR	1ST
32.69020917	-96.86937593	0	5	0.500776	1-HR	1ST
32.69020893	-96.86740106	0	5	0.699149	1-HR	1ST
32.69020867	-96.86542619	0	4	0.295563	1-HR	1ST
32.69020837	-96.86345133	0	3	0.100881	1-HR	1ST
32.69020805	-96.86147646	0	3	0.0523956	1-HR	1ST
32.69020769	-96.85950159	0	2	0.0262351	1-HR	1ST
32.6902073	-96.85752672	0	2	0.0130015	1-HR	1ST
32.69020688	-96.85555186	0	2	0.00812468	1-HR	1ST
32.69020643	-96.85357699	0	1	0.00613065	1-HR	1ST

RBD Emissions - SOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.69020595	-96.85160212	0	1	0.00494167	1-HR	1ST
32.69020544	-96.84962725	0	1	0.00414614	1-HR	1ST
32.6902049	-96.84765239	0	1	0.0036425	1-HR	1ST
32.69020432	-96.84567752	0	1	0.0033304	1-HR	1ST
32.69187992	-96.8832	0	3	0.0304308	1-HR	1ST
32.69187991	-96.8812251	0	5	0.459187	1-HR	1ST
32.69187986	-96.87925019	0	6	2.08025	1-HR	1ST
32.69187978	-96.87727529	0	5	1.6403	1-HR	1ST
32.69187967	-96.87530038	0	5	1.03942	1-HR	1ST
32.69187953	-96.87332548	0	5	0.707829	1-HR	1ST
32.69187936	-96.87135057	0	5	0.636501	1-HR	1ST
32.69187916	-96.86937567	0	4	0.241778	1-HR	1ST
32.69187893	-96.86740077	0	5	0.542437	1-HR	1ST
32.69187866	-96.86542586	0	4	0.26752	1-HR	1ST
32.69187837	-96.86345096	0	3	0.0981705	1-HR	1ST
32.69187804	-96.86147605	0	3	0.0495503	1-HR	1ST
32.69187769	-96.85950115	0	2	0.0256733	1-HR	1ST
32.6918773	-96.85752625	0	2	0.0132829	1-HR	1ST
32.69187688	-96.85555134	0	2	0.00815517	1-HR	1ST
32.69187643	-96.85357644	0	1	0.00603925	1-HR	1ST
32.69187595	-96.85160153	0	1	0.00485079	1-HR	1ST
32.69187543	-96.84962663	0	1	0.00408937	1-HR	1ST
32.69187489	-96.84765173	0	1	0.0036162	1-HR	1ST
32.69187431	-96.84567682	0	1	0.00333	1-HR	1ST
32.69354992	-96.8832	0	4	0.234285	1-HR	1ST
32.6935499	-96.88122506	0	5	1.18233	1-HR	1ST
32.69354985	-96.87925012	0	5	1.61439	1-HR	1ST
32.69354978	-96.87727518	0	5	1.30976	1-HR	1ST
32.69354967	-96.87530024	0	5	0.853309	1-HR	1ST
32.69354953	-96.87332529	0	5	0.619391	1-HR	1ST
32.69354936	-96.87135035	0	4	0.369463	1-HR	1ST
32.69354916	-96.86937541	0	4	0.228248	1-HR	1ST
32.69354892	-96.86740047	0	4	0.417039	1-HR	1ST
32.69354866	-96.86542553	0	4	0.237542	1-HR	1ST
32.69354836	-96.86345059	0	3	0.0961526	1-HR	1ST
32.69354804	-96.86147565	0	3	0.0476115	1-HR	1ST
32.69354768	-96.85950071	0	2	0.0252543	1-HR	1ST
32.69354729	-96.85752577	0	2	0.0134844	1-HR	1ST
32.69354687	-96.85555083	0	2	0.00821893	1-HR	1ST
32.69354642	-96.85357589	0	1	0.00598024	1-HR	1ST
32.69354594	-96.85160095	0	1	0.00481088	1-HR	1ST
32.69354543	-96.849626	0	1	0.0040817	1-HR	1ST
32.69354488	-96.84765106	0	1	0.00364015	1-HR	1ST
32.69354431	-96.84567612	0	1	0.00337484	1-HR	1ST
32.69521991	-96.8832	0	5	0.654705	1-HR	1ST
32.6952199	-96.88122502	0	5	1.37173	1-HR	1ST

RBD Emissions - SOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69521985	-96.87925004	0	5	1.14318	1-HR	1ST
32.69521977	-96.87727507	0	5	1.07115	1-HR	1ST
32.69521966	-96.87530009	0	5	0.702729	1-HR	1ST
32.69521952	-96.87332511	0	5	0.462327	1-HR	1ST
32.69521935	-96.87135013	0	4	0.227008	1-HR	1ST
32.69521915	-96.86937516	0	4	0.212188	1-HR	1ST
32.69521892	-96.86740018	0	4	0.336936	1-HR	1ST
32.69521865	-96.8654252	0	4	0.210526	1-HR	1ST
32.69521836	-96.86345022	0	3	0.0937725	1-HR	1ST
32.69521803	-96.86147525	0	3	0.046222	1-HR	1ST
32.69521767	-96.85950027	0	2	0.0247835	1-HR	1ST
32.69521729	-96.85752529	0	2	0.0136192	1-HR	1ST
32.69521687	-96.85555031	0	2	0.00833286	1-HR	1ST
32.69521642	-96.85357533	0	1	0.00599651	1-HR	1ST
32.69521593	-96.85160036	0	1	0.00481274	1-HR	1ST
32.69521542	-96.84962538	0	1	0.00412283	1-HR	1ST
32.69521488	-96.8476504	0	1	0.00370903	1-HR	1ST
32.6952143	-96.84567542	0	1	0.00345668	1-HR	1ST
32.6968899	-96.8832	0	5	0.968298	1-HR	1ST
32.69688989	-96.88122499	0	5	1.18563	1-HR	1ST
32.69688984	-96.87924997	0	5	0.84949	1-HR	1ST
32.69688977	-96.87727496	0	5	0.894905	1-HR	1ST
32.69688966	-96.87529994	0	5	0.58378	1-HR	1ST
32.69688952	-96.87332493	0	4	0.330661	1-HR	1ST
32.69688935	-96.87134991	0	4	0.200465	1-HR	1ST
32.69688914	-96.8693749	0	4	0.195704	1-HR	1ST
32.69688891	-96.86739988	0	4	0.281771	1-HR	1ST
32.69688865	-96.86542487	0	4	0.18711	1-HR	1ST
32.69688835	-96.86344986	0	3	0.0906183	1-HR	1ST
32.69688803	-96.86147484	0	3	0.045273	1-HR	1ST
32.69688767	-96.85949983	0	2	0.0245082	1-HR	1ST
32.69688728	-96.85752481	0	2	0.0137472	1-HR	1ST
32.69688686	-96.8555498	0	2	0.00847848	1-HR	1ST
32.69688641	-96.85357478	0	1	0.00606264	1-HR	1ST
32.69688593	-96.85159977	0	1	0.00487601	1-HR	1ST
32.69688542	-96.84962476	0	1	0.00420758	1-HR	1ST
32.69688487	-96.84764974	0	1	0.00381067	1-HR	1ST
32.6968843	-96.84567473	0	1	0.00355953	1-HR	1ST
32.6985599	-96.8832	0	5	1.02872	1-HR	1ST
32.69855988	-96.88122495	0	5	0.942538	1-HR	1ST
32.69855984	-96.8792499	0	5	0.776321	1-HR	1ST
32.69855976	-96.87727485	0	5	0.757722	1-HR	1ST
32.69855965	-96.8752998	0	5	0.490341	1-HR	1ST
32.69855951	-96.87332474	0	4	0.285103	1-HR	1ST
32.69855934	-96.87134969	0	4	0.174705	1-HR	1ST
32.69855914	-96.86937464	0	4	0.179772	1-HR	1ST

RBD Emissions - SOx Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	4	0.240813	1-HR	1ST
32.69855864	-96.86542454	0	4	0.167253	1-HR	1ST
32.69855835	-96.86344949	0	3	0.0869868	1-HR	1ST
32.69855802	-96.86147444	0	3	0.0445298	1-HR	1ST
32.69855766	-96.85949939	0	2	0.0242989	1-HR	1ST
32.69855727	-96.85752433	0	2	0.0138834	1-HR	1ST
32.69855686	-96.85554928	0	2	0.00865357	1-HR	1ST
32.6985564	-96.85357423	0	1	0.00618322	1-HR	1ST
32.69855592	-96.85159918	0	1	0.00498481	1-HR	1ST
32.69855541	-96.84962413	0	1	0.00433225	1-HR	1ST
32.69855487	-96.84764908	0	1	0.0039349	1-HR	1ST
32.69855429	-96.84567403	0	1	0.00367214	1-HR	1ST
32.70022989	-96.8832	0	5	0.931783	1-HR	1ST
32.70022988	-96.88122491	0	5	0.748023	1-HR	1ST
32.70022983	-96.87924982	0	5	0.729157	1-HR	1ST
32.70022975	-96.87727474	0	5	0.647629	1-HR	1ST
32.70022965	-96.87529965	0	4	0.417662	1-HR	1ST
32.70022951	-96.87332456	0	4	0.248142	1-HR	1ST
32.70022933	-96.87134947	0	4	0.150757	1-HR	1ST
32.70022913	-96.86937438	0	4	0.165205	1-HR	1ST
32.7002289	-96.8673993	0	4	0.21056	1-HR	1ST
32.70022864	-96.86542421	0	4	0.150835	1-HR	1ST
32.70022834	-96.86344912	0	3	0.0831641	1-HR	1ST
32.70022801	-96.86147403	0	3	0.0438907	1-HR	1ST
32.70022766	-96.85949894	0	2	0.0241784	1-HR	1ST
32.70022727	-96.85752386	0	2	0.0140626	1-HR	1ST
32.70022685	-96.85554877	0	2	0.00886723	1-HR	1ST
32.7002264	-96.85357368	0	1	0.00635335	1-HR	1ST
32.70022592	-96.85159859	0	1	0.00512814	1-HR	1ST
32.70022541	-96.84962351	0	1	0.00447261	1-HR	1ST
32.70022486	-96.84764842	0	1	0.00406488	1-HR	1ST
32.70022429	-96.84567333	0	1	0.00378372	1-HR	1ST

RBD Emissions - SOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.6685	-96.8832	0	0	0.000866691	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00115843	1-HR	1ST
32.66849994	-96.87925122	0	1	0.00157228	1-HR	1ST
32.66849986	-96.87727683	0	1	0.0021852	1-HR	1ST
32.66849975	-96.87530244	0	1	0.00313904	1-HR	1ST
32.66849961	-96.87332805	0	1	0.00472624	1-HR	1ST
32.66849944	-96.87135366	0	2	0.00771405	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0146344	1-HR	1ST
32.66849901	-96.86740488	0	2	0.0222319	1-HR	1ST
32.66849874	-96.86543049	0	2	0.012016	1-HR	1ST
32.66849845	-96.8634561	0	1	0.00582273	1-HR	1ST
32.66849812	-96.86148171	0	1	0.00336071	1-HR	1ST
32.66849776	-96.85950732	0	1	0.0021203	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00141078	1-HR	1ST
32.66849696	-96.85555854	0	0	0.000974268	1-HR	1ST
32.66849651	-96.85358415	0	0	0.000747747	1-HR	1ST
32.66849602	-96.85160976	0	0	0.000917419	1-HR	1ST
32.66849551	-96.84963537	0	1	0.00170704	1-HR	1ST
32.66849497	-96.84766098	0	1	0.00265101	1-HR	1ST
32.66849439	-96.84568659	0	1	0.00303837	1-HR	1ST
32.67016999	-96.8832	0	0	0.000900417	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00120739	1-HR	1ST
32.67016993	-96.87925115	0	1	0.00164446	1-HR	1ST
32.67016985	-96.87727672	0	1	0.0022929	1-HR	1ST
32.67016975	-96.87530229	0	1	0.00329953	1-HR	1ST
32.67016961	-96.87332787	0	1	0.00497247	1-HR	1ST
32.67016944	-96.87135344	0	2	0.00817793	1-HR	1ST
32.67016923	-96.86937901	0	2	0.0162426	1-HR	1ST
32.670169	-96.86740459	0	3	0.0266771	1-HR	1ST
32.67016874	-96.86543016	0	2	0.0132412	1-HR	1ST
32.67016844	-96.86345573	0	2	0.00616497	1-HR	1ST
32.67016812	-96.86148131	0	1	0.00353831	1-HR	1ST
32.67016776	-96.85950688	0	1	0.00222919	1-HR	1ST
32.67016737	-96.85753245	0	0	0.00147991	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00128104	1-HR	1ST
32.6701665	-96.8535836	0	1	0.00193269	1-HR	1ST
32.67016602	-96.85160917	0	1	0.00300471	1-HR	1ST
32.67016551	-96.84963475	0	1	0.00376891	1-HR	1ST
32.67016496	-96.84766032	0	1	0.00404568	1-HR	1ST
32.67016439	-96.84568589	0	1	0.0039209	1-HR	1ST
32.67183999	-96.8832	0	0	0.000935986	1-HR	1ST
32.67183997	-96.88122554	0	0	0.0012584	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00171935	1-HR	1ST
32.67183985	-96.87727661	0	1	0.00240317	1-HR	1ST
32.67183974	-96.87530215	0	1	0.0034624	1-HR	1ST
32.6718396	-96.87332768	0	1	0.00522846	1-HR	1ST

RBD Emissions - SOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	2	0.00872298	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0186562	1-HR	1ST
32.67183899	-96.86740429	0	3	0.0367559	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0150319	1-HR	1ST
32.67183844	-96.86345537	0	2	0.00655224	1-HR	1ST
32.67183811	-96.8614809	0	1	0.00372096	1-HR	1ST
32.67183775	-96.85950644	0	1	0.00234169	1-HR	1ST
32.67183736	-96.85753198	0	1	0.0023424	1-HR	1ST
32.67183694	-96.85555751	0	1	0.00380406	1-HR	1ST
32.67183649	-96.85358305	0	1	0.00516434	1-HR	1ST
32.67183601	-96.85160859	0	1	0.00545918	1-HR	1ST
32.6718355	-96.84963412	0	1	0.00516896	1-HR	1ST
32.67183496	-96.84765966	0	1	0.00476525	1-HR	1ST
32.67183438	-96.8456852	0	1	0.00433798	1-HR	1ST
32.67350998	-96.8832	0	0	0.000973373	1-HR	1ST
32.67350997	-96.8812255	0	0	0.00131186	1-HR	1ST
32.67350992	-96.879251	0	1	0.0017969	1-HR	1ST
32.67350984	-96.8772765	0	1	0.0025164	1-HR	1ST
32.67350973	-96.875302	0	1	0.00363062	1-HR	1ST
32.67350959	-96.8733275	0	1	0.00551015	1-HR	1ST
32.67350942	-96.871353	0	2	0.00941669	1-HR	1ST
32.67350922	-96.8693785	0	2	0.0226301	1-HR	1ST
32.67350899	-96.867404	0	3	0.060986	1-HR	1ST
32.67350873	-96.8654295	0	2	0.0179263	1-HR	1ST
32.67350843	-96.863455	0	2	0.00703084	1-HR	1ST
32.6735081	-96.8614805	0	1	0.00394844	1-HR	1ST
32.67350775	-96.859506	0	1	0.00390493	1-HR	1ST
32.67350736	-96.8575315	0	2	0.00630264	1-HR	1ST
32.67350694	-96.855557	0	2	0.00772015	1-HR	1ST
32.67350649	-96.8535825	0	2	0.00745767	1-HR	1ST
32.67350601	-96.851608	0	2	0.00645956	1-HR	1ST
32.67350549	-96.8496335	0	1	0.00564694	1-HR	1ST
32.67350495	-96.847659	0	1	0.00500163	1-HR	1ST
32.67350438	-96.8456845	0	1	0.00446118	1-HR	1ST
32.67517998	-96.8832	0	0	0.0010126	1-HR	1ST
32.67517996	-96.88122546	0	0	0.00136729	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00187727	1-HR	1ST
32.67517984	-96.87727639	0	1	0.00263331	1-HR	1ST
32.67517973	-96.87530185	0	1	0.00380797	1-HR	1ST
32.67517959	-96.87332732	0	1	0.00582825	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0102687	1-HR	1ST
32.67517922	-96.86937824	0	3	0.0275098	1-HR	1ST
32.67517898	-96.8674037	0	4	0.1109	1-HR	1ST
32.67517872	-96.86542917	0	2	0.0216766	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0100428	1-HR	1ST
32.6751781	-96.86148009	0	3	0.0781175	1-HR	1ST

RBD Emissions - SOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.67517774	-96.85950556	0	2	0.0109348	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0107237	1-HR	1ST
32.67517693	-96.85555648	0	2	0.00962203	1-HR	1ST
32.67517648	-96.85358195	0	2	0.00795687	1-HR	1ST
32.675176	-96.85160741	0	2	0.00662662	1-HR	1ST
32.67517549	-96.84963287	0	1	0.00569714	1-HR	1ST
32.67517495	-96.84765834	0	1	0.0049905	1-HR	1ST
32.67517437	-96.8456838	0	1	0.00442544	1-HR	1ST
32.67684997	-96.8832	0	0	0.00105345	1-HR	1ST
32.67684996	-96.88122543	0	0	0.00142532	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00196074	1-HR	1ST
32.67684983	-96.87727628	0	1	0.00275558	1-HR	1ST
32.67684972	-96.87530171	0	1	0.0039987	1-HR	1ST
32.67684958	-96.87332713	0	2	0.0061907	1-HR	1ST
32.67684941	-96.87135256	0	2	0.0113184	1-HR	1ST
32.67684921	-96.86937798	0	3	0.0325621	1-HR	1ST
32.67684898	-96.86740341	0	5	0.622857	1-HR	1ST
32.67684871	-96.86542884	0	3	0.0287068	1-HR	1ST
32.67684842	-96.86345426	0	6	2.51801	1-HR	1ST
32.67684809	-96.86147969	0	4	0.351748	1-HR	1ST
32.67684774	-96.85950512	0	2	0.0154549	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0120523	1-HR	1ST
32.67684693	-96.85555597	0	2	0.00953006	1-HR	1ST
32.67684648	-96.8535814	0	2	0.00771001	1-HR	1ST
32.676846	-96.85160682	0	2	0.00645127	1-HR	1ST
32.67684548	-96.84963225	0	1	0.00554359	1-HR	1ST
32.67684494	-96.84765768	0	1	0.00485383	1-HR	1ST
32.67684437	-96.8456831	0	1	0.0043096	1-HR	1ST
32.67851997	-96.8832	0	0	0.00109589	1-HR	1ST
32.67851995	-96.88122539	0	0	0.00148565	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00204821	1-HR	1ST
32.67851983	-96.87727617	0	1	0.00288545	1-HR	1ST
32.67851972	-96.87530156	0	1	0.00420902	1-HR	1ST
32.67851958	-96.87332695	0	2	0.00661965	1-HR	1ST
32.67851941	-96.87135234	0	2	0.0126637	1-HR	1ST
32.67851921	-96.86937773	0	3	0.0569481	1-HR	1ST
32.67851897	-96.86740312	0	5	0.866213	1-HR	1ST
32.67851871	-96.86542851	0	6	1.98652	1-HR	1ST
32.67851841	-96.8634539	0	5	0.714054	1-HR	1ST
32.67851809	-96.86147929	0	4	0.208821	1-HR	1ST
32.67851773	-96.85950468	0	2	0.016295	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0114026	1-HR	1ST
32.67851692	-96.85555546	0	2	0.00892925	1-HR	1ST
32.67851647	-96.85358085	0	2	0.00729572	1-HR	1ST
32.67851599	-96.85160624	0	2	0.00614736	1-HR	1ST
32.67851548	-96.84963163	0	1	0.00530686	1-HR	1ST

RBD Emissions - SOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67851493	-96.84765702	0	1	0.00466554	1-HR	1ST
32.67851436	-96.84568241	0	1	0.00415738	1-HR	1ST
32.68018996	-96.8832	0	0	0.00114071	1-HR	1ST
32.68018995	-96.88122535	0	1	0.00154937	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00214061	1-HR	1ST
32.68018982	-96.87727606	0	1	0.00302518	1-HR	1ST
32.68018971	-96.87530141	0	1	0.00444477	1-HR	1ST
32.68018957	-96.87332676	0	2	0.00713913	1-HR	1ST
32.6801894	-96.87135212	0	3	0.0332296	1-HR	1ST
32.6801892	-96.86937747	0	4	0.150853	1-HR	1ST
32.68018897	-96.86740282	0	6	2.62639	1-HR	1ST
32.6801887	-96.86542818	0	5	1.42846	1-HR	1ST
32.68018841	-96.86345353	0	5	0.522059	1-HR	1ST
32.68018808	-96.86147888	0	4	0.139704	1-HR	1ST
32.68018772	-96.85950424	0	2	0.0195718	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0106206	1-HR	1ST
32.68018692	-96.85555494	0	2	0.0083905	1-HR	1ST
32.68018647	-96.85358029	0	2	0.00688616	1-HR	1ST
32.68018598	-96.85160565	0	1	0.00582023	1-HR	1ST
32.68018547	-96.849631	0	1	0.00504805	1-HR	1ST
32.68018493	-96.84765635	0	1	0.00445907	1-HR	1ST
32.68018435	-96.84568171	0	1	0.00399103	1-HR	1ST
32.68185996	-96.8832	0	0	0.00118744	1-HR	1ST
32.68185994	-96.88122532	0	1	0.00161638	1-HR	1ST
32.68185989	-96.87925063	0	1	0.00223818	1-HR	1ST
32.68185982	-96.87727595	0	1	0.00317578	1-HR	1ST
32.68185971	-96.87530126	0	1	0.00471342	1-HR	1ST
32.68185957	-96.87332658	0	2	0.0177116	1-HR	1ST
32.6818594	-96.8713519	0	4	0.127329	1-HR	1ST
32.68185919	-96.86937721	0	6	2.34681	1-HR	1ST
32.68185896	-96.86740253	0	6	2.14667	1-HR	1ST
32.6818587	-96.86542785	0	5	0.569072	1-HR	1ST
32.6818584	-96.86345316	0	4	0.331373	1-HR	1ST
32.68185808	-96.86147848	0	4	0.103046	1-HR	1ST
32.68185772	-96.85950379	0	2	0.0230603	1-HR	1ST
32.68185733	-96.85752911	0	2	0.0102471	1-HR	1ST
32.68185691	-96.85555443	0	2	0.00800484	1-HR	1ST
32.68185646	-96.85357974	0	2	0.00654363	1-HR	1ST
32.68185598	-96.85160506	0	1	0.00551899	1-HR	1ST
32.68185547	-96.84963038	0	1	0.00479756	1-HR	1ST
32.68185492	-96.84765569	0	1	0.00425599	1-HR	1ST
32.68185435	-96.84568101	0	1	0.0038254	1-HR	1ST
32.68352995	-96.8832	0	0	0.00123662	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00168634	1-HR	1ST
32.68352989	-96.87925056	0	1	0.00234121	1-HR	1ST
32.68352981	-96.87727584	0	1	0.00333959	1-HR	1ST

RBD Emissions - SOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.6835297	-96.87530112	0	2	0.0109409	1-HR	1ST
32.68352956	-96.8733264	0	4	0.094547	1-HR	1ST
32.68352939	-96.87135168	0	5	1.36854	1-HR	1ST
32.68352919	-96.86937696	0	6	2.43296	1-HR	1ST
32.68352896	-96.86740224	0	6	1.57799	1-HR	1ST
32.68352869	-96.86542752	0	5	0.419939	1-HR	1ST
32.6835284	-96.86345279	0	4	0.211518	1-HR	1ST
32.68352807	-96.86147807	0	3	0.081515	1-HR	1ST
32.68352771	-96.85950335	0	3	0.0249991	1-HR	1ST
32.68352732	-96.85752863	0	2	0.0103966	1-HR	1ST
32.68352691	-96.85555391	0	2	0.00774615	1-HR	1ST
32.68352646	-96.85357919	0	2	0.00627774	1-HR	1ST
32.68352597	-96.85160447	0	1	0.00526085	1-HR	1ST
32.68352546	-96.84962975	0	1	0.0045663	1-HR	1ST
32.68352492	-96.84765503	0	1	0.00406158	1-HR	1ST
32.68352434	-96.84568031	0	1	0.00366532	1-HR	1ST
32.68519994	-96.8832	0	0	0.00128801	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00175988	1-HR	1ST
32.68519988	-96.87925049	0	1	0.00245111	1-HR	1ST
32.6851998	-96.87727573	0	2	0.00764808	1-HR	1ST
32.6851997	-96.87530097	0	3	0.0775822	1-HR	1ST
32.68519956	-96.87332621	0	6	2.12921	1-HR	1ST
32.68519939	-96.87135146	0	6	1.82968	1-HR	1ST
32.68519918	-96.8693767	0	6	2.07575	1-HR	1ST
32.68519895	-96.86740194	0	6	1.54126	1-HR	1ST
32.68519869	-96.86542718	0	4	0.348593	1-HR	1ST
32.68519839	-96.86345243	0	4	0.140268	1-HR	1ST
32.68519806	-96.86147767	0	3	0.0679059	1-HR	1ST
32.68519771	-96.85950291	0	3	0.0255954	1-HR	1ST
32.68519732	-96.85752816	0	2	0.0107494	1-HR	1ST
32.6851969	-96.8555534	0	2	0.00757985	1-HR	1ST
32.68519645	-96.85357864	0	2	0.00607142	1-HR	1ST
32.68519597	-96.85160388	0	1	0.00504916	1-HR	1ST
32.68519546	-96.84962913	0	1	0.00436631	1-HR	1ST
32.68519491	-96.84765437	0	1	0.00388802	1-HR	1ST
32.68519434	-96.84567961	0	1	0.00352204	1-HR	1ST
32.68686994	-96.8832	0	0	0.00134161	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00183727	1-HR	1ST
32.68686988	-96.87925041	0	1	0.00566926	1-HR	1ST
32.6868698	-96.87727562	0	3	0.0564174	1-HR	1ST
32.68686969	-96.87530082	0	6	2.05421	1-HR	1ST
32.68686955	-96.87332603	0	6	1.5729	1-HR	1ST
32.68686938	-96.87135124	0	6	1.77617	1-HR	1ST
32.68686918	-96.86937644	0	6	1.84074	1-HR	1ST
32.68686894	-96.86740165	0	6	2.08251	1-HR	1ST
32.68686868	-96.86542685	0	4	0.301089	1-HR	1ST

RBD Emissions - SOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.68686839	-96.86345206	0	4	0.106089	1-HR	1ST
32.68686806	-96.86147727	0	3	0.0589844	1-HR	1ST
32.6868677	-96.85950247	0	3	0.0254511	1-HR	1ST
32.68686731	-96.85752768	0	2	0.0112107	1-HR	1ST
32.68686689	-96.85555288	0	2	0.0074651	1-HR	1ST
32.68686644	-96.85357809	0	1	0.00588802	1-HR	1ST
32.68686596	-96.8516033	0	1	0.00486828	1-HR	1ST
32.68686545	-96.8496285	0	1	0.00419219	1-HR	1ST
32.68686491	-96.84765371	0	1	0.00373544	1-HR	1ST
32.68686433	-96.84567892	0	1	0.00340015	1-HR	1ST
32.68853993	-96.8832	0	0	0.00139805	1-HR	1ST
32.68853992	-96.88122517	0	1	0.00434691	1-HR	1ST
32.68853987	-96.87925034	0	3	0.0530834	1-HR	1ST
32.68853979	-96.87727551	0	6	2.4408	1-HR	1ST
32.68853968	-96.87530068	0	6	1.75746	1-HR	1ST
32.68853954	-96.87332585	0	5	1.47067	1-HR	1ST
32.68853937	-96.87135102	0	6	1.62164	1-HR	1ST
32.68853917	-96.86937618	0	6	2.16606	1-HR	1ST
32.68853894	-96.86740135	0	5	1.1801	1-HR	1ST
32.68853867	-96.86542652	0	4	0.306135	1-HR	1ST
32.68853838	-96.86345169	0	4	0.100002	1-HR	1ST
32.68853805	-96.86147686	0	3	0.0531712	1-HR	1ST
32.6885377	-96.85950203	0	3	0.0250265	1-HR	1ST
32.68853731	-96.8575272	0	2	0.0116134	1-HR	1ST
32.68853689	-96.85555237	0	2	0.00740558	1-HR	1ST
32.68853644	-96.85357754	0	1	0.00573787	1-HR	1ST
32.68853596	-96.85160271	0	1	0.00471473	1-HR	1ST
32.68853544	-96.84962788	0	1	0.00405024	1-HR	1ST
32.6885349	-96.84765305	0	1	0.00361434	1-HR	1ST
32.68853433	-96.84567822	0	1	0.00330795	1-HR	1ST
32.69020993	-96.8832	0	1	0.00334531	1-HR	1ST
32.69020991	-96.88122513	0	3	0.0427073	1-HR	1ST
32.69020987	-96.87925026	0	6	2.97525	1-HR	1ST
32.69020979	-96.8772754	0	6	1.83155	1-HR	1ST
32.69020968	-96.87530053	0	5	1.40498	1-HR	1ST
32.69020954	-96.87332566	0	5	1.40655	1-HR	1ST
32.69020937	-96.87135079	0	6	1.62838	1-HR	1ST
32.69020917	-96.86937593	0	5	1.11757	1-HR	1ST
32.69020893	-96.86740106	0	5	0.720461	1-HR	1ST
32.69020867	-96.86542619	0	4	0.298392	1-HR	1ST
32.69020837	-96.86345133	0	4	0.0967211	1-HR	1ST
32.69020805	-96.86147646	0	3	0.0493461	1-HR	1ST
32.69020769	-96.85950159	0	3	0.0244776	1-HR	1ST
32.6902073	-96.85752672	0	2	0.0119413	1-HR	1ST
32.69020688	-96.85555186	0	2	0.00740565	1-HR	1ST
32.69020643	-96.85357699	0	1	0.00560611	1-HR	1ST

RBD Emissions - SOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.69020595	-96.85160212	0	1	0.00458941	1-HR	1ST
32.69020544	-96.84962725	0	1	0.0039427	1-HR	1ST
32.6902049	-96.84765239	0	1	0.00353161	1-HR	1ST
32.69020432	-96.84567752	0	1	0.00325402	1-HR	1ST
32.69187992	-96.8832	0	3	0.0346757	1-HR	1ST
32.69187991	-96.8812251	0	5	0.854681	1-HR	1ST
32.69187986	-96.87925019	0	6	2.38942	1-HR	1ST
32.69187978	-96.87727529	0	5	1.42659	1-HR	1ST
32.69187967	-96.87530038	0	5	1.26753	1-HR	1ST
32.69187953	-96.87332548	0	5	1.36749	1-HR	1ST
32.69187936	-96.87135057	0	5	1.35457	1-HR	1ST
32.69187916	-96.86937567	0	5	1.00661	1-HR	1ST
32.69187893	-96.86740077	0	5	0.560926	1-HR	1ST
32.69187866	-96.86542586	0	4	0.27091	1-HR	1ST
32.69187837	-96.86345096	0	4	0.095134	1-HR	1ST
32.69187804	-96.86147605	0	3	0.0467768	1-HR	1ST
32.69187769	-96.85950115	0	3	0.0239507	1-HR	1ST
32.6918773	-96.85752625	0	2	0.0122215	1-HR	1ST
32.69187688	-96.85555134	0	2	0.00744656	1-HR	1ST
32.69187643	-96.85357644	0	1	0.00552964	1-HR	1ST
32.69187595	-96.85160153	0	1	0.00450205	1-HR	1ST
32.69187543	-96.84962663	0	1	0.00387759	1-HR	1ST
32.69187489	-96.84765173	0	1	0.00349176	1-HR	1ST
32.69187431	-96.84567682	0	1	0.00323866	1-HR	1ST
32.69354992	-96.8832	0	4	0.364461	1-HR	1ST
32.6935499	-96.88122506	0	6	1.87581	1-HR	1ST
32.69354985	-96.87925012	0	6	1.5646	1-HR	1ST
32.69354978	-96.87727518	0	5	1.22432	1-HR	1ST
32.69354967	-96.87530024	0	5	1.2068	1-HR	1ST
32.69354953	-96.87332529	0	5	1.25271	1-HR	1ST
32.69354936	-96.87135035	0	5	0.789736	1-HR	1ST
32.69354916	-96.86937541	0	5	0.856104	1-HR	1ST
32.69354892	-96.86740047	0	5	0.432854	1-HR	1ST
32.69354866	-96.86542553	0	4	0.241272	1-HR	1ST
32.69354836	-96.86345059	0	3	0.0939955	1-HR	1ST
32.69354804	-96.86147565	0	3	0.0451408	1-HR	1ST
32.69354768	-96.85950071	0	2	0.0235851	1-HR	1ST
32.69354729	-96.85752577	0	2	0.0124287	1-HR	1ST
32.69354687	-96.85555083	0	2	0.00751878	1-HR	1ST
32.69354642	-96.85357589	0	1	0.00548463	1-HR	1ST
32.69354594	-96.85160095	0	1	0.00446668	1-HR	1ST
32.69354543	-96.849626	0	1	0.00386144	1-HR	1ST
32.69354488	-96.84765106	0	1	0.00349969	1-HR	1ST
32.69354431	-96.84567612	0	1	0.00326443	1-HR	1ST
32.69521991	-96.8832	0	5	1.02451	1-HR	1ST
32.6952199	-96.88122502	0	6	1.67195	1-HR	1ST

RBD Emissions - SOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.69521985	-96.87925004	0	5	1.24976	1-HR	1ST
32.69521977	-96.87727507	0	5	1.12105	1-HR	1ST
32.69521966	-96.87530009	0	5	1.1337	1-HR	1ST
32.69521952	-96.87332511	0	5	0.954731	1-HR	1ST
32.69521935	-96.87135013	0	5	0.665462	1-HR	1ST
32.69521915	-96.86937516	0	5	0.690425	1-HR	1ST
32.69521892	-96.86740018	0	4	0.350864	1-HR	1ST
32.69521865	-96.8654252	0	4	0.21442	1-HR	1ST
32.69521836	-96.86345022	0	3	0.0923031	1-HR	1ST
32.69521803	-96.86147525	0	3	0.0440626	1-HR	1ST
32.69521767	-96.85950027	0	2	0.0231914	1-HR	1ST
32.69521729	-96.85752529	0	2	0.0125739	1-HR	1ST
32.69521687	-96.85555031	0	2	0.00763889	1-HR	1ST
32.69521642	-96.85357533	0	1	0.00551076	1-HR	1ST
32.69521593	-96.85160036	0	1	0.004472	1-HR	1ST
32.69521542	-96.84962538	0	1	0.0038942	1-HR	1ST
32.69521488	-96.8476504	0	1	0.00355168	1-HR	1ST
32.6952143	-96.84567542	0	1	0.00332542	1-HR	1ST
32.6968899	-96.8832	0	5	1.32349	1-HR	1ST
32.69688989	-96.88122499	0	5	1.33597	1-HR	1ST
32.69688984	-96.87924997	0	5	1.09588	1-HR	1ST
32.69688977	-96.87727496	0	5	1.04718	1-HR	1ST
32.69688966	-96.87529994	0	5	0.971469	1-HR	1ST
32.69688952	-96.87332493	0	5	0.614496	1-HR	1ST
32.69688935	-96.87134991	0	5	0.647929	1-HR	1ST
32.69688914	-96.8693749	0	5	0.549987	1-HR	1ST
32.69688891	-96.86739988	0	4	0.294521	1-HR	1ST
32.69688865	-96.86542487	0	4	0.191123	1-HR	1ST
32.69688835	-96.86344986	0	3	0.0896867	1-HR	1ST
32.69688803	-96.86147484	0	3	0.0434165	1-HR	1ST
32.69688767	-96.85949983	0	2	0.0230114	1-HR	1ST
32.69688728	-96.85752481	0	2	0.0127272	1-HR	1ST
32.69688686	-96.8555498	0	2	0.00779427	1-HR	1ST
32.69688641	-96.85357478	0	1	0.00558683	1-HR	1ST
32.69688593	-96.85159977	0	1	0.00454015	1-HR	1ST
32.69688542	-96.84962476	0	1	0.00397301	1-HR	1ST
32.69688487	-96.84764974	0	1	0.00363921	1-HR	1ST
32.6968843	-96.84567473	0	1	0.00341232	1-HR	1ST
32.6985599	-96.8832	0	5	1.27254	1-HR	1ST
32.69855988	-96.88122495	0	5	1.12217	1-HR	1ST
32.69855984	-96.8792499	0	5	1.00047	1-HR	1ST
32.69855976	-96.87727485	0	5	0.941348	1-HR	1ST
32.69855965	-96.8752998	0	5	0.738626	1-HR	1ST
32.69855951	-96.87332474	0	5	0.520236	1-HR	1ST
32.69855934	-96.87134969	0	5	0.601149	1-HR	1ST
32.69855914	-96.86937464	0	5	0.439561	1-HR	1ST

RBD Emissions - SOx Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	SOx (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	4	0.252134	1-HR	1ST
32.69855864	-96.86542454	0	4	0.171293	1-HR	1ST
32.69855835	-96.86344949	0	3	0.0864959	1-HR	1ST
32.69855802	-96.86147444	0	3	0.0429605	1-HR	1ST
32.69855766	-96.85949939	0	2	0.0229107	1-HR	1ST
32.69855727	-96.85752433	0	2	0.0128982	1-HR	1ST
32.69855686	-96.85554928	0	2	0.00798189	1-HR	1ST
32.6985564	-96.85357423	0	1	0.00571776	1-HR	1ST
32.69855592	-96.85159918	0	1	0.00465365	1-HR	1ST
32.69855541	-96.84962413	0	1	0.00409382	1-HR	1ST
32.69855487	-96.84764908	0	1	0.00375202	1-HR	1ST
32.69855429	-96.84567403	0	1	0.00351074	1-HR	1ST
32.70022989	-96.8832	0	5	1.12928	1-HR	1ST
32.70022988	-96.88122491	0	5	0.992169	1-HR	1ST
32.70022983	-96.87924982	0	5	0.910033	1-HR	1ST
32.70022975	-96.87727474	0	5	0.786122	1-HR	1ST
32.70022965	-96.87529965	0	5	0.507921	1-HR	1ST
32.70022951	-96.87332456	0	5	0.516959	1-HR	1ST
32.70022933	-96.87134947	0	5	0.539618	1-HR	1ST
32.70022913	-96.86937438	0	4	0.35454	1-HR	1ST
32.7002289	-96.8673993	0	4	0.221012	1-HR	1ST
32.70022864	-96.86542421	0	4	0.154874	1-HR	1ST
32.70022834	-96.86344912	0	3	0.0830192	1-HR	1ST
32.70022801	-96.86147403	0	3	0.0425833	1-HR	1ST
32.70022766	-96.85949894	0	2	0.0229097	1-HR	1ST
32.70022727	-96.85752386	0	2	0.0131191	1-HR	1ST
32.70022685	-96.85554877	0	2	0.00821338	1-HR	1ST
32.7002264	-96.85357368	0	1	0.00589865	1-HR	1ST
32.70022592	-96.85159859	0	1	0.00480307	1-HR	1ST
32.70022541	-96.84962351	0	1	0.00423062	1-HR	1ST
32.70022486	-96.84764842	0	1	0.00387234	1-HR	1ST
32.70022429	-96.84567333	0	1	0.00360975	1-HR	1ST

RBD Emissions - THC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6685	-96.8832	0	0	0.0016063	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00205784	1-HR	1ST
32.66849994	-96.87925122	0	1	0.00263142	1-HR	1ST
32.66849986	-96.87727683	0	1	0.00338322	1-HR	1ST
32.66849975	-96.87530244	0	1	0.00442226	1-HR	1ST
32.66849961	-96.87332805	0	1	0.00599008	1-HR	1ST
32.66849944	-96.87135366	0	2	0.00875306	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0149143	1-HR	1ST
32.66849901	-96.86740488	0	2	0.0215912	1-HR	1ST
32.66849874	-96.86543049	0	2	0.0124763	1-HR	1ST
32.66849845	-96.8634561	0	1	0.00682942	1-HR	1ST
32.66849812	-96.86148171	0	1	0.00444563	1-HR	1ST
32.66849776	-96.85950732	0	1	0.00313042	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00228471	1-HR	1ST
32.66849696	-96.85555854	0	0	0.00169451	1-HR	1ST
32.66849651	-96.85358415	0	0	0.00138791	1-HR	1ST
32.66849602	-96.85160976	0	0	0.00175282	1-HR	1ST
32.66849551	-96.84963537	0	1	0.00267036	1-HR	1ST
32.66849497	-96.84766098	0	1	0.003182	1-HR	1ST
32.66849439	-96.84568659	0	1	0.00326615	1-HR	1ST
32.67016999	-96.8832	0	0	0.00164921	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00211123	1-HR	1ST
32.67016993	-96.87925115	0	1	0.00270005	1-HR	1ST
32.67016985	-96.87727672	0	1	0.00347522	1-HR	1ST
32.67016975	-96.87530229	0	1	0.00454978	1-HR	1ST
32.67016961	-96.87332787	0	1	0.0061789	1-HR	1ST
32.67016944	-96.87135344	0	2	0.00909733	1-HR	1ST
32.67016923	-96.86937901	0	2	0.0160656	1-HR	1ST
32.670169	-96.86740459	0	3	0.0248668	1-HR	1ST
32.67016874	-96.86543016	0	2	0.013368	1-HR	1ST
32.67016844	-96.86345573	0	1	0.0070908	1-HR	1ST
32.67016812	-96.86148131	0	1	0.00458641	1-HR	1ST
32.67016776	-96.85950688	0	1	0.00322178	1-HR	1ST
32.67016737	-96.85753245	0	0	0.00234914	1-HR	1ST
32.67016695	-96.85555803	0	0	0.0020271	1-HR	1ST
32.6701665	-96.8535836	0	1	0.00282475	1-HR	1ST
32.67016602	-96.85160917	0	1	0.00415791	1-HR	1ST
32.67016551	-96.84963475	0	1	0.00469828	1-HR	1ST
32.67016496	-96.84766032	0	1	0.00442283	1-HR	1ST
32.67016439	-96.84568589	0	1	0.00403768	1-HR	1ST
32.67183999	-96.8832	0	0	0.00169281	1-HR	1ST
32.67183997	-96.88122554	0	0	0.00216504	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00276943	1-HR	1ST
32.67183985	-96.87727661	0	1	0.00356691	1-HR	1ST
32.67183974	-96.87530215	0	1	0.00467533	1-HR	1ST
32.6718396	-96.87332768	0	1	0.00636517	1-HR	1ST

RBD Emissions - THC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	2	0.00945498	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0174739	1-HR	1ST
32.67183899	-96.86740429	0	3	0.0298641	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0144437	1-HR	1ST
32.67183844	-96.86345537	0	1	0.00735869	1-HR	1ST
32.67183811	-96.8614809	0	1	0.00472557	1-HR	1ST
32.67183775	-96.85950644	0	1	0.00336007	1-HR	1ST
32.67183736	-96.85753198	0	1	0.00377653	1-HR	1ST
32.67183694	-96.85555751	0	1	0.00484547	1-HR	1ST
32.67183649	-96.85358305	0	1	0.00602219	1-HR	1ST
32.67183601	-96.85160859	0	1	0.00628199	1-HR	1ST
32.6718355	-96.84963412	0	1	0.0056619	1-HR	1ST
32.67183496	-96.84765966	0	1	0.00494688	1-HR	1ST
32.67183438	-96.8456852	0	1	0.00435123	1-HR	1ST
32.67350998	-96.8832	0	0	0.00173698	1-HR	1ST
32.67350997	-96.8812255	0	0	0.00221977	1-HR	1ST
32.67350992	-96.879251	0	1	0.00283915	1-HR	1ST
32.67350984	-96.8772765	0	1	0.0036581	1-HR	1ST
32.67350973	-96.875302	0	1	0.00479918	1-HR	1ST
32.67350959	-96.8733275	0	1	0.00655259	1-HR	1ST
32.67350942	-96.871353	0	2	0.00984178	1-HR	1ST
32.67350922	-96.8693785	0	2	0.0193265	1-HR	1ST
32.67350899	-96.867404	0	3	0.0400732	1-HR	1ST
32.67350873	-96.8654295	0	2	0.0158269	1-HR	1ST
32.67350843	-96.863455	0	2	0.00764418	1-HR	1ST
32.6735081	-96.8614805	0	1	0.00589607	1-HR	1ST
32.67350775	-96.859506	0	2	0.00790398	1-HR	1ST
32.67350736	-96.8575315	0	2	0.00914697	1-HR	1ST
32.67350694	-96.855557	0	2	0.00900761	1-HR	1ST
32.67350649	-96.8535825	0	2	0.00797931	1-HR	1ST
32.67350601	-96.851608	0	1	0.00691832	1-HR	1ST
32.67350549	-96.8496335	0	1	0.00589174	1-HR	1ST
32.67350495	-96.847659	0	1	0.00506814	1-HR	1ST
32.67350438	-96.8456845	0	1	0.00441336	1-HR	1ST
32.67517998	-96.8832	0	0	0.00178174	1-HR	1ST
32.67517996	-96.88122546	0	0	0.00227488	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00290912	1-HR	1ST
32.67517984	-96.87727639	0	1	0.00374858	1-HR	1ST
32.67517973	-96.87530185	0	1	0.0049223	1-HR	1ST
32.67517959	-96.87332732	0	1	0.00674351	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0102589	1-HR	1ST
32.67517922	-96.86937824	0	2	0.0214707	1-HR	1ST
32.67517898	-96.8674037	0	3	0.0578274	1-HR	1ST
32.67517872	-96.86542917	0	2	0.0174783	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0108504	1-HR	1ST
32.6751781	-96.86148009	0	3	0.0312064	1-HR	1ST

RBD Emissions - THC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67517774	-96.85950556	0	2	0.0146068	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0128388	1-HR	1ST
32.67517693	-96.85555648	0	2	0.0103091	1-HR	1ST
32.67517648	-96.85358195	0	2	0.00821321	1-HR	1ST
32.675176	-96.85160741	0	1	0.00684425	1-HR	1ST
32.67517549	-96.84963287	0	1	0.00580233	1-HR	1ST
32.67517495	-96.84765834	0	1	0.00498709	1-HR	1ST
32.67517437	-96.8456838	0	1	0.00434333	1-HR	1ST
32.67684997	-96.8832	0	0	0.00182692	1-HR	1ST
32.67684996	-96.88122543	0	0	0.00233053	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00297911	1-HR	1ST
32.67684983	-96.87727628	0	1	0.00383856	1-HR	1ST
32.67684972	-96.87530171	0	1	0.00504507	1-HR	1ST
32.67684958	-96.87332713	0	1	0.0069393	1-HR	1ST
32.67684941	-96.87135256	0	2	0.0107159	1-HR	1ST
32.67684921	-96.86937798	0	3	0.0236509	1-HR	1ST
32.67684898	-96.86740341	0	4	0.190227	1-HR	1ST
32.67684871	-96.86542884	0	2	0.0203613	1-HR	1ST
32.67684842	-96.86345426	0	5	0.45373	1-HR	1ST
32.67684809	-96.86147969	0	4	0.0991914	1-HR	1ST
32.67684774	-96.85950512	0	2	0.0170732	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0130005	1-HR	1ST
32.67684693	-96.85555597	0	2	0.00990416	1-HR	1ST
32.67684648	-96.8535814	0	2	0.00786497	1-HR	1ST
32.676846	-96.85160682	0	1	0.00655367	1-HR	1ST
32.67684548	-96.84963225	0	1	0.00557818	1-HR	1ST
32.67684494	-96.84765768	0	1	0.00481485	1-HR	1ST
32.67684437	-96.8456831	0	1	0.00421147	1-HR	1ST
32.67851997	-96.8832	0	0	0.00187253	1-HR	1ST
32.67851995	-96.88122539	0	0	0.00238646	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00304895	1-HR	1ST
32.67851983	-96.87727617	0	1	0.00392836	1-HR	1ST
32.67851972	-96.87530156	0	1	0.00516908	1-HR	1ST
32.67851958	-96.87332695	0	1	0.00714598	1-HR	1ST
32.67851941	-96.87135234	0	2	0.011231	1-HR	1ST
32.67851921	-96.86937773	0	3	0.0554209	1-HR	1ST
32.67851897	-96.86740312	0	5	0.256916	1-HR	1ST
32.67851871	-96.86542851	0	5	0.523374	1-HR	1ST
32.67851841	-96.8634539	0	4	0.124739	1-HR	1ST
32.67851809	-96.86147929	0	3	0.0651685	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0161831	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0118694	1-HR	1ST
32.67851692	-96.85555546	0	2	0.00918416	1-HR	1ST
32.67851647	-96.85358085	0	1	0.00742005	1-HR	1ST
32.67851599	-96.85160624	0	1	0.00620986	1-HR	1ST
32.67851548	-96.84963163	0	1	0.00531252	1-HR	1ST

RBD Emissions - THC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC (µg/m³)	Average	Rank
32.67851493	-96.84765702	0	1	0.00461285	1-HR	1ST
32.67851436	-96.84568241	0	1	0.00405532	1-HR	1ST
32.68018996	-96.8832	0	0	0.00191871	1-HR	1ST
32.68018995	-96.88122535	0	1	0.00244284	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00311888	1-HR	1ST
32.68018982	-96.87727606	0	1	0.00401843	1-HR	1ST
32.68018971	-96.87530141	0	1	0.00529579	1-HR	1ST
32.68018957	-96.87332676	0	1	0.0073695	1-HR	1ST
32.6801894	-96.87135212	0	3	0.0243498	1-HR	1ST
32.6801892	-96.86937747	0	4	0.10508	1-HR	1ST
32.68018897	-96.86740282	0	6	1.16844	1-HR	1ST
32.6801887	-96.86542818	0	5	0.309521	1-HR	1ST
32.68018841	-96.86345353	0	4	0.0822289	1-HR	1ST
32.68018808	-96.86147888	0	3	0.0473095	1-HR	1ST
32.68018772	-96.85950424	0	2	0.0155063	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0108096	1-HR	1ST
32.68018692	-96.85555494	0	2	0.00855147	1-HR	1ST
32.68018647	-96.85358029	0	1	0.00699648	1-HR	1ST
32.68018598	-96.85160565	0	1	0.0058795	1-HR	1ST
32.68018547	-96.849631	0	1	0.0050499	1-HR	1ST
32.68018493	-96.84765635	0	1	0.00440669	1-HR	1ST
32.68018435	-96.84568171	0	1	0.00389304	1-HR	1ST
32.68185996	-96.8832	0	0	0.00196506	1-HR	1ST
32.68185994	-96.88122532	0	1	0.00249935	1-HR	1ST
32.68185989	-96.87925063	0	1	0.00318878	1-HR	1ST
32.68185982	-96.87727595	0	1	0.00410875	1-HR	1ST
32.68185971	-96.87530126	0	1	0.00542725	1-HR	1ST
32.68185957	-96.87332658	0	2	0.0124847	1-HR	1ST
32.6818594	-96.8713519	0	4	0.0743834	1-HR	1ST
32.68185919	-96.86937721	0	6	1.08566	1-HR	1ST
32.68185896	-96.86740253	0	6	0.683164	1-HR	1ST
32.6818587	-96.86542785	0	4	0.126513	1-HR	1ST
32.6818584	-96.86345316	0	3	0.0618328	1-HR	1ST
32.68185808	-96.86147848	0	3	0.0371105	1-HR	1ST
32.68185772	-96.85950379	0	2	0.0151605	1-HR	1ST
32.68185733	-96.85752911	0	2	0.010038	1-HR	1ST
32.68185691	-96.85555443	0	2	0.00803452	1-HR	1ST
32.68185646	-96.85357974	0	1	0.00662592	1-HR	1ST
32.68185598	-96.85160506	0	1	0.00558609	1-HR	1ST
32.68185547	-96.84963038	0	1	0.00480925	1-HR	1ST
32.68185492	-96.84765569	0	1	0.00421176	1-HR	1ST
32.68185435	-96.84568101	0	1	0.00373573	1-HR	1ST
32.68352995	-96.8832	0	0	0.00201194	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00255594	1-HR	1ST
32.68352989	-96.87925056	0	1	0.00325861	1-HR	1ST
32.68352981	-96.87727584	0	1	0.00420031	1-HR	1ST

RBD Emissions - THC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6835297	-96.87530112	0	2	0.00759395	1-HR	1ST
32.68352956	-96.8733264	0	3	0.0471675	1-HR	1ST
32.68352939	-96.87135168	0	6	0.956004	1-HR	1ST
32.68352919	-96.86937696	0	6	1.10273	1-HR	1ST
32.68352896	-96.86740224	0	5	0.572205	1-HR	1ST
32.68352869	-96.86542752	0	4	0.11106	1-HR	1ST
32.6835284	-96.86345279	0	3	0.0502372	1-HR	1ST
32.68352807	-96.86147807	0	3	0.0308051	1-HR	1ST
32.68352771	-96.85950335	0	2	0.0147304	1-HR	1ST
32.68352732	-96.85752863	0	2	0.00950936	1-HR	1ST
32.68352691	-96.85555391	0	2	0.00760336	1-HR	1ST
32.68352646	-96.85357919	0	1	0.00630696	1-HR	1ST
32.68352597	-96.85160447	0	1	0.00533015	1-HR	1ST
32.68352546	-96.84962975	0	1	0.00459356	1-HR	1ST
32.68352492	-96.84765503	0	1	0.00403125	1-HR	1ST
32.68352434	-96.84568031	0	1	0.00358654	1-HR	1ST
32.68519994	-96.8832	0	0	0.00205894	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00261245	1-HR	1ST
32.68519988	-96.87925049	0	1	0.0033287	1-HR	1ST
32.6851998	-96.87727573	0	1	0.00516546	1-HR	1ST
32.6851997	-96.87530097	0	3	0.0324869	1-HR	1ST
32.68519956	-96.87332621	0	6	1.0327	1-HR	1ST
32.68519939	-96.87135146	0	6	0.841992	1-HR	1ST
32.68519918	-96.8693767	0	6	0.740377	1-HR	1ST
32.68519895	-96.86740194	0	5	0.482796	1-HR	1ST
32.68519869	-96.86542718	0	4	0.111401	1-HR	1ST
32.68519839	-96.86345243	0	3	0.0436927	1-HR	1ST
32.68519806	-96.86147767	0	3	0.0267356	1-HR	1ST
32.68519771	-96.85950291	0	2	0.0142264	1-HR	1ST
32.68519732	-96.85752816	0	2	0.00913397	1-HR	1ST
32.6851969	-96.8555534	0	1	0.00724222	1-HR	1ST
32.68519645	-96.85357864	0	1	0.00602711	1-HR	1ST
32.68519597	-96.85160388	0	1	0.00510556	1-HR	1ST
32.68519546	-96.84962913	0	1	0.00440492	1-HR	1ST
32.68519491	-96.84765437	0	1	0.00387115	1-HR	1ST
32.68519434	-96.84567961	0	1	0.00345198	1-HR	1ST
32.68686994	-96.8832	0	0	0.00210596	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00266905	1-HR	1ST
32.68686988	-96.87925041	0	1	0.00371987	1-HR	1ST
32.6868698	-96.87727562	0	3	0.0257509	1-HR	1ST
32.68686969	-96.87530082	0	6	0.806703	1-HR	1ST
32.68686955	-96.87332603	0	6	0.852478	1-HR	1ST
32.68686938	-96.87135124	0	6	0.737988	1-HR	1ST
32.68686918	-96.86937644	0	5	0.511863	1-HR	1ST
32.68686894	-96.86740165	0	5	0.48493	1-HR	1ST
32.68686868	-96.86542685	0	4	0.11126	1-HR	1ST

RBD Emissions - THC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68686839	-96.86345206	0	3	0.0401247	1-HR	1ST
32.68686806	-96.86147727	0	3	0.0240046	1-HR	1ST
32.6868677	-96.85950247	0	2	0.0137284	1-HR	1ST
32.68686731	-96.85752768	0	2	0.00888765	1-HR	1ST
32.68686689	-96.85555288	0	1	0.00695036	1-HR	1ST
32.68686644	-96.85357809	0	1	0.00578241	1-HR	1ST
32.68686596	-96.8516033	0	1	0.0049061	1-HR	1ST
32.68686545	-96.8496285	0	1	0.00423569	1-HR	1ST
32.68686491	-96.84765371	0	1	0.00372667	1-HR	1ST
32.68686433	-96.84567892	0	1	0.00333183	1-HR	1ST
32.68853993	-96.8832	0	0	0.00215319	1-HR	1ST
32.68853992	-96.88122517	0	1	0.0028043	1-HR	1ST
32.68853987	-96.87925034	0	3	0.0291173	1-HR	1ST
32.68853979	-96.87727551	0	6	0.943526	1-HR	1ST
32.68853968	-96.87530068	0	6	0.816679	1-HR	1ST
32.68853954	-96.87332585	0	6	0.678559	1-HR	1ST
32.68853937	-96.87135102	0	5	0.581688	1-HR	1ST
32.68853917	-96.86937618	0	5	0.482317	1-HR	1ST
32.68853894	-96.86740135	0	5	0.327492	1-HR	1ST
32.68853867	-96.86542652	0	4	0.10928	1-HR	1ST
32.68853838	-96.86345169	0	3	0.0382671	1-HR	1ST
32.68853805	-96.86147686	0	2	0.0221394	1-HR	1ST
32.6885377	-96.85950203	0	2	0.0132704	1-HR	1ST
32.68853731	-96.8575272	0	2	0.0087037	1-HR	1ST
32.68853689	-96.85555237	0	1	0.00671777	1-HR	1ST
32.68853644	-96.85357754	0	1	0.00557486	1-HR	1ST
32.68853596	-96.85160271	0	1	0.00473347	1-HR	1ST
32.68853544	-96.84962788	0	1	0.00409076	1-HR	1ST
32.6885349	-96.84765305	0	1	0.00360256	1-HR	1ST
32.68853433	-96.84567822	0	1	0.00322766	1-HR	1ST
32.69020993	-96.8832	0	0	0.00220063	1-HR	1ST
32.69020991	-96.88122513	0	3	0.0285541	1-HR	1ST
32.69020987	-96.87925026	0	5	0.337008	1-HR	1ST
32.69020979	-96.8772754	0	6	0.760433	1-HR	1ST
32.69020968	-96.87530053	0	5	0.663588	1-HR	1ST
32.69020954	-96.87332566	0	5	0.570924	1-HR	1ST
32.69020937	-96.87135079	0	5	0.484187	1-HR	1ST
32.69020917	-96.86937593	0	5	0.25489	1-HR	1ST
32.69020893	-96.86740106	0	5	0.234668	1-HR	1ST
32.69020867	-96.86542619	0	4	0.103705	1-HR	1ST
32.69020837	-96.86345133	0	3	0.0372297	1-HR	1ST
32.69020805	-96.86147646	0	2	0.0208398	1-HR	1ST
32.69020769	-96.85950159	0	2	0.0128391	1-HR	1ST
32.6902073	-96.85752672	0	2	0.00855	1-HR	1ST
32.69020688	-96.85555186	0	1	0.00653271	1-HR	1ST
32.69020643	-96.85357699	0	1	0.00539252	1-HR	1ST

RBD Emissions - THC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC (µg/m³)	Average	Rank
32.69020595	-96.85160212	0	1	0.00458113	1-HR	1ST
32.69020544	-96.84962725	0	1	0.00396507	1-HR	1ST
32.6902049	-96.84765239	0	1	0.00349904	1-HR	1ST
32.69020432	-96.84567752	0	1	0.00314296	1-HR	1ST
32.69187992	-96.8832	0	2	0.0189146	1-HR	1ST
32.69187991	-96.8812251	0	4	0.178618	1-HR	1ST
32.69187986	-96.87925019	0	5	0.640477	1-HR	1ST
32.69187978	-96.87727529	0	5	0.630117	1-HR	1ST
32.69187967	-96.87530038	0	5	0.557048	1-HR	1ST
32.69187953	-96.87332548	0	5	0.484204	1-HR	1ST
32.69187936	-96.87135057	0	5	0.366036	1-HR	1ST
32.69187916	-96.86937567	0	4	0.153189	1-HR	1ST
32.69187893	-96.86740077	0	4	0.187569	1-HR	1ST
32.69187866	-96.86542586	0	4	0.0938557	1-HR	1ST
32.69187837	-96.86345096	0	3	0.0365866	1-HR	1ST
32.69187804	-96.86147605	0	2	0.0199293	1-HR	1ST
32.69187769	-96.85950115	0	2	0.012455	1-HR	1ST
32.6918773	-96.85752625	0	2	0.00841615	1-HR	1ST
32.69187688	-96.85555134	0	1	0.00638253	1-HR	1ST
32.69187643	-96.85357644	0	1	0.00524296	1-HR	1ST
32.69187595	-96.85160153	0	1	0.00445267	1-HR	1ST
32.69187543	-96.84962663	0	1	0.00386018	1-HR	1ST
32.69187489	-96.84765173	0	1	0.00341336	1-HR	1ST
32.69187431	-96.84567682	0	1	0.00307368	1-HR	1ST
32.69354992	-96.8832	0	4	0.101028	1-HR	1ST
32.6935499	-96.88122506	0	5	0.398854	1-HR	1ST
32.69354985	-96.87925012	0	5	0.599675	1-HR	1ST
32.69354978	-96.87727518	0	5	0.54157	1-HR	1ST
32.69354967	-96.87530024	0	5	0.478025	1-HR	1ST
32.69354953	-96.87332529	0	5	0.396813	1-HR	1ST
32.69354936	-96.87135035	0	4	0.213653	1-HR	1ST
32.69354916	-96.86937541	0	4	0.132373	1-HR	1ST
32.69354892	-96.86740047	0	4	0.149159	1-HR	1ST
32.69354866	-96.86542553	0	4	0.0841476	1-HR	1ST
32.69354836	-96.86345059	0	3	0.0359693	1-HR	1ST
32.69354804	-96.86147565	0	2	0.0193217	1-HR	1ST
32.69354768	-96.85950071	0	2	0.0121536	1-HR	1ST
32.69354729	-96.85752577	0	2	0.00829337	1-HR	1ST
32.69354687	-96.85555083	0	1	0.00626066	1-HR	1ST
32.69354642	-96.85357589	0	1	0.00511652	1-HR	1ST
32.69354594	-96.85160095	0	1	0.00434857	1-HR	1ST
32.69354543	-96.849626	0	1	0.00377739	1-HR	1ST
32.69354488	-96.84765106	0	1	0.00334851	1-HR	1ST
32.69354431	-96.84567612	0	1	0.0030225	1-HR	1ST
32.69521991	-96.8832	0	5	0.243757	1-HR	1ST
32.6952199	-96.88122502	0	5	0.489337	1-HR	1ST

RBD Emissions - THC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC (µg/m³)	Average	Rank
32.69521985	-96.87925004	0	5	0.524534	1-HR	1ST
32.69521977	-96.87727507	0	5	0.470821	1-HR	1ST
32.69521966	-96.87530009	0	5	0.405922	1-HR	1ST
32.69521952	-96.87332511	0	5	0.287901	1-HR	1ST
32.69521935	-96.87135013	0	4	0.139169	1-HR	1ST
32.69521915	-96.86937516	0	4	0.108857	1-HR	1ST
32.69521892	-96.86740018	0	4	0.123976	1-HR	1ST
32.69521865	-96.8654252	0	4	0.0755257	1-HR	1ST
32.69521836	-96.86345022	0	3	0.0351791	1-HR	1ST
32.69521803	-96.86147525	0	2	0.0188968	1-HR	1ST
32.69521767	-96.85950027	0	2	0.0118808	1-HR	1ST
32.69521729	-96.85752529	0	2	0.00818454	1-HR	1ST
32.69521687	-96.85555031	0	1	0.00617085	1-HR	1ST
32.69521642	-96.85357533	0	1	0.00502268	1-HR	1ST
32.69521593	-96.85160036	0	1	0.00426506	1-HR	1ST
32.69521542	-96.84962538	0	1	0.00371406	1-HR	1ST
32.69521488	-96.8476504	0	1	0.00330043	1-HR	1ST
32.6952143	-96.84567542	0	1	0.00298517	1-HR	1ST
32.6968899	-96.8832	0	5	0.3572	1-HR	1ST
32.69688989	-96.88122499	0	5	0.481721	1-HR	1ST
32.69688984	-96.87924997	0	5	0.461659	1-HR	1ST
32.69688977	-96.87727496	0	5	0.407989	1-HR	1ST
32.69688966	-96.87529994	0	5	0.32511	1-HR	1ST
32.69688952	-96.87332493	0	4	0.184473	1-HR	1ST
32.69688935	-96.87134991	0	4	0.128581	1-HR	1ST
32.69688914	-96.8693749	0	4	0.0884587	1-HR	1ST
32.69688891	-96.86739988	0	4	0.106692	1-HR	1ST
32.69688865	-96.86542487	0	3	0.0682022	1-HR	1ST
32.69688835	-96.86344986	0	3	0.0341271	1-HR	1ST
32.69688803	-96.86147484	0	2	0.0185971	1-HR	1ST
32.69688767	-96.85949983	0	2	0.0116964	1-HR	1ST
32.69688728	-96.85752481	0	2	0.0080912	1-HR	1ST
32.69688686	-96.8555498	0	1	0.00610174	1-HR	1ST
32.69688641	-96.85357478	0	1	0.00495087	1-HR	1ST
32.69688593	-96.85159977	0	1	0.00420399	1-HR	1ST
32.69688542	-96.84962476	0	1	0.00366787	1-HR	1ST
32.69688487	-96.84764974	0	1	0.00326566	1-HR	1ST
32.6968843	-96.84567473	0	1	0.00295736	1-HR	1ST
32.6985599	-96.8832	0	5	0.404208	1-HR	1ST
32.69855988	-96.88122495	0	5	0.44361	1-HR	1ST
32.69855984	-96.8792499	0	5	0.406479	1-HR	1ST
32.69855976	-96.87727485	0	5	0.343385	1-HR	1ST
32.69855965	-96.8752998	0	5	0.240401	1-HR	1ST
32.69855951	-96.87332474	0	4	0.152169	1-HR	1ST
32.69855934	-96.87134969	0	4	0.115946	1-HR	1ST
32.69855914	-96.86937464	0	4	0.0721671	1-HR	1ST

RBD Emissions - THC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	4	0.0927988	1-HR	1ST
32.69855864	-96.86542454	0	3	0.0619435	1-HR	1ST
32.69855835	-96.86344949	0	3	0.0329433	1-HR	1ST
32.69855802	-96.86147444	0	2	0.0183512	1-HR	1ST
32.69855766	-96.85949939	0	2	0.0115482	1-HR	1ST
32.69855727	-96.85752433	0	2	0.00802236	1-HR	1ST
32.69855686	-96.85554928	0	1	0.00605272	1-HR	1ST
32.6985564	-96.85357423	0	1	0.00490182	1-HR	1ST
32.69855592	-96.85159918	0	1	0.00416191	1-HR	1ST
32.69855541	-96.84962413	0	1	0.00363788	1-HR	1ST
32.69855487	-96.84764908	0	1	0.00324264	1-HR	1ST
32.69855429	-96.84567403	0	1	0.00293694	1-HR	1ST
32.70022989	-96.8832	0	5	0.404449	1-HR	1ST
32.70022988	-96.88122491	0	5	0.400007	1-HR	1ST
32.70022983	-96.87924982	0	5	0.352274	1-HR	1ST
32.70022975	-96.87727474	0	5	0.275451	1-HR	1ST
32.70022965	-96.87529965	0	4	0.183015	1-HR	1ST
32.70022951	-96.87332456	0	4	0.137404	1-HR	1ST
32.70022933	-96.87134947	0	4	0.1027	1-HR	1ST
32.70022913	-96.86937438	0	3	0.064016	1-HR	1ST
32.7002289	-96.8673993	0	4	0.0827726	1-HR	1ST
32.70022864	-96.86542421	0	3	0.0567259	1-HR	1ST
32.70022834	-96.86344912	0	3	0.0317126	1-HR	1ST
32.70022801	-96.86147403	0	2	0.0181249	1-HR	1ST
32.70022766	-96.85949894	0	2	0.0114397	1-HR	1ST
32.70022727	-96.85752386	0	2	0.00797303	1-HR	1ST
32.70022685	-96.85554877	0	1	0.00602281	1-HR	1ST
32.7002264	-96.85357368	0	1	0.00487185	1-HR	1ST
32.70022592	-96.85159859	0	1	0.00413541	1-HR	1ST
32.70022541	-96.84962351	0	1	0.00361721	1-HR	1ST
32.70022486	-96.84764842	0	1	0.00322531	1-HR	1ST
32.70022429	-96.84567333	0	1	0.00292123	1-HR	1ST

RBD Emissions - THC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6685	-96.8832	0	0	0.0016063	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00205784	1-HR	1ST
32.66849994	-96.87925122	0	1	0.00263142	1-HR	1ST
32.66849986	-96.87727683	0	1	0.00338322	1-HR	1ST
32.66849975	-96.87530244	0	1	0.00442226	1-HR	1ST
32.66849961	-96.87332805	0	1	0.00599008	1-HR	1ST
32.66849944	-96.87135366	0	2	0.00875306	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0149143	1-HR	1ST
32.66849901	-96.86740488	0	2	0.0215912	1-HR	1ST
32.66849874	-96.86543049	0	2	0.0124763	1-HR	1ST
32.66849845	-96.8634561	0	1	0.00682942	1-HR	1ST
32.66849812	-96.86148171	0	1	0.00444563	1-HR	1ST
32.66849776	-96.85950732	0	1	0.00313042	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00228471	1-HR	1ST
32.66849696	-96.85555854	0	0	0.00169449	1-HR	1ST
32.66849651	-96.85358415	0	0	0.00131443	1-HR	1ST
32.66849602	-96.85160976	0	0	0.0013141	1-HR	1ST
32.66849551	-96.84963537	0	0	0.00189366	1-HR	1ST
32.66849497	-96.84766098	0	1	0.00263759	1-HR	1ST
32.66849439	-96.84568659	0	1	0.00290918	1-HR	1ST
32.67016999	-96.8832	0	0	0.00164921	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00211123	1-HR	1ST
32.67016993	-96.87925115	0	1	0.00270005	1-HR	1ST
32.67016985	-96.87727672	0	1	0.00347522	1-HR	1ST
32.67016975	-96.87530229	0	1	0.00454978	1-HR	1ST
32.67016961	-96.87332787	0	1	0.0061789	1-HR	1ST
32.67016944	-96.87135344	0	2	0.00909733	1-HR	1ST
32.67016923	-96.86937901	0	2	0.0160656	1-HR	1ST
32.670169	-96.86740459	0	3	0.0248668	1-HR	1ST
32.67016874	-96.86543016	0	2	0.013368	1-HR	1ST
32.67016844	-96.86345573	0	1	0.0070908	1-HR	1ST
32.67016812	-96.86148131	0	1	0.00458641	1-HR	1ST
32.67016776	-96.85950688	0	1	0.00322178	1-HR	1ST
32.67016737	-96.85753245	0	1	0.00234863	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00197419	1-HR	1ST
32.6701665	-96.8535836	0	1	0.00237696	1-HR	1ST
32.67016602	-96.85160917	0	1	0.00318021	1-HR	1ST
32.67016551	-96.84963475	0	1	0.00373781	1-HR	1ST
32.67016496	-96.84766032	0	1	0.00388771	1-HR	1ST
32.67016439	-96.84568589	0	1	0.00370249	1-HR	1ST
32.67183999	-96.8832	0	0	0.00169281	1-HR	1ST
32.67183997	-96.88122554	0	0	0.00216504	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00276943	1-HR	1ST
32.67183985	-96.87727661	0	1	0.00356691	1-HR	1ST
32.67183974	-96.87530215	0	1	0.00467533	1-HR	1ST
32.6718396	-96.87332768	0	1	0.00636517	1-HR	1ST

RBD Emissions - THC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	2	0.00945498	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0174739	1-HR	1ST
32.67183899	-96.86740429	0	3	0.0298641	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0144437	1-HR	1ST
32.67183844	-96.86345537	0	1	0.00735869	1-HR	1ST
32.67183811	-96.8614809	0	1	0.00472557	1-HR	1ST
32.67183775	-96.85950644	0	1	0.00331386	1-HR	1ST
32.67183736	-96.85753198	0	1	0.00311508	1-HR	1ST
32.67183694	-96.85555751	0	1	0.00422107	1-HR	1ST
32.67183649	-96.85358305	0	1	0.00525715	1-HR	1ST
32.67183601	-96.85160859	0	1	0.00537211	1-HR	1ST
32.6718355	-96.84963412	0	1	0.00499283	1-HR	1ST
32.67183496	-96.84765966	0	1	0.00453681	1-HR	1ST
32.67183438	-96.8456852	0	1	0.00408124	1-HR	1ST
32.67350998	-96.8832	0	0	0.00173698	1-HR	1ST
32.67350997	-96.8812255	0	0	0.00221977	1-HR	1ST
32.67350992	-96.879251	0	1	0.00283915	1-HR	1ST
32.67350984	-96.8772765	0	1	0.0036581	1-HR	1ST
32.67350973	-96.875302	0	1	0.00479918	1-HR	1ST
32.67350959	-96.8733275	0	1	0.00655259	1-HR	1ST
32.67350942	-96.871353	0	2	0.00984178	1-HR	1ST
32.67350922	-96.8693785	0	2	0.0193265	1-HR	1ST
32.67350899	-96.867404	0	3	0.0400732	1-HR	1ST
32.67350873	-96.8654295	0	2	0.0158269	1-HR	1ST
32.67350843	-96.863455	0	2	0.00764418	1-HR	1ST
32.6735081	-96.8614805	0	1	0.0048929	1-HR	1ST
32.67350775	-96.859506	0	1	0.00468933	1-HR	1ST
32.67350736	-96.8575315	0	1	0.00662913	1-HR	1ST
32.67350694	-96.855557	0	2	0.0077033	1-HR	1ST
32.67350649	-96.8535825	0	1	0.00730271	1-HR	1ST
32.67350601	-96.851608	0	1	0.00627078	1-HR	1ST
32.67350549	-96.8496335	0	1	0.0054273	1-HR	1ST
32.67350495	-96.847659	0	1	0.00475577	1-HR	1ST
32.67350438	-96.8456845	0	1	0.00419829	1-HR	1ST
32.67517998	-96.8832	0	0	0.00178174	1-HR	1ST
32.67517996	-96.88122546	0	0	0.00227488	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00290912	1-HR	1ST
32.67517984	-96.87727639	0	1	0.00374858	1-HR	1ST
32.67517973	-96.87530185	0	1	0.0049223	1-HR	1ST
32.67517959	-96.87332732	0	1	0.00674351	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0102589	1-HR	1ST
32.67517922	-96.86937824	0	2	0.0214707	1-HR	1ST
32.67517898	-96.8674037	0	3	0.0578274	1-HR	1ST
32.67517872	-96.86542917	0	2	0.0174783	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0101026	1-HR	1ST
32.6751781	-96.86148009	0	3	0.0262664	1-HR	1ST

RBD Emissions - THC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.67517774	-96.85950556	0	2	0.010908	1-HR	1ST
32.67517735	-96.85753102	0	2	0.010549	1-HR	1ST
32.67517693	-96.85555648	0	2	0.00939553	1-HR	1ST
32.67517648	-96.85358195	0	2	0.00775346	1-HR	1ST
32.675176	-96.85160741	0	1	0.00642807	1-HR	1ST
32.67517549	-96.84963287	0	1	0.00548093	1-HR	1ST
32.67517495	-96.84765834	0	1	0.00475433	1-HR	1ST
32.67517437	-96.8456838	0	1	0.0041738	1-HR	1ST
32.67684997	-96.8832	0	0	0.00182692	1-HR	1ST
32.67684996	-96.88122543	0	0	0.00233053	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00297911	1-HR	1ST
32.67684983	-96.87727628	0	1	0.00383856	1-HR	1ST
32.67684972	-96.87530171	0	1	0.00504507	1-HR	1ST
32.67684958	-96.87332713	0	1	0.0069393	1-HR	1ST
32.67684941	-96.87135256	0	2	0.0107159	1-HR	1ST
32.67684921	-96.86937798	0	3	0.0236509	1-HR	1ST
32.67684898	-96.86740341	0	4	0.190227	1-HR	1ST
32.67684871	-96.86542884	0	2	0.0213528	1-HR	1ST
32.67684842	-96.86345426	0	5	0.45431	1-HR	1ST
32.67684809	-96.86147969	0	4	0.0944249	1-HR	1ST
32.67684774	-96.85950512	0	2	0.0148898	1-HR	1ST
32.67684735	-96.85753054	0	2	0.011717	1-HR	1ST
32.67684693	-96.85555597	0	2	0.00931187	1-HR	1ST
32.67684648	-96.8535814	0	2	0.00753876	1-HR	1ST
32.676846	-96.85160682	0	1	0.00628022	1-HR	1ST
32.67684548	-96.84963225	0	1	0.005353	1-HR	1ST
32.67684494	-96.84765768	0	1	0.00464096	1-HR	1ST
32.67684437	-96.8456831	0	1	0.00407799	1-HR	1ST
32.67851997	-96.8832	0	0	0.00187253	1-HR	1ST
32.67851995	-96.88122539	0	1	0.00238646	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00304895	1-HR	1ST
32.67851983	-96.87727617	0	1	0.00392836	1-HR	1ST
32.67851972	-96.87530156	0	1	0.00516908	1-HR	1ST
32.67851958	-96.87332695	0	1	0.00714598	1-HR	1ST
32.67851941	-96.87135234	0	2	0.011231	1-HR	1ST
32.67851921	-96.86937773	0	3	0.0554446	1-HR	1ST
32.67851897	-96.86740312	0	5	0.257015	1-HR	1ST
32.67851871	-96.86542851	0	5	0.358991	1-HR	1ST
32.67851841	-96.8634539	0	5	0.307643	1-HR	1ST
32.67851809	-96.86147929	0	3	0.0629553	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0148695	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0110862	1-HR	1ST
32.67851692	-96.85555546	0	2	0.00875043	1-HR	1ST
32.67851647	-96.85358085	0	1	0.00716474	1-HR	1ST
32.67851599	-96.85160624	0	1	0.00601598	1-HR	1ST
32.67851548	-96.84963163	0	1	0.00515067	1-HR	1ST

RBD Emissions - THC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC (µg/m³)	Average	Rank
32.67851493	-96.84765702	0	1	0.00448142	1-HR	1ST
32.67851436	-96.84568241	0	1	0.00394969	1-HR	1ST
32.68018996	-96.8832	0	0	0.00191871	1-HR	1ST
32.68018995	-96.88122535	0	1	0.00244284	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00311888	1-HR	1ST
32.68018982	-96.87727606	0	1	0.00401843	1-HR	1ST
32.68018971	-96.87530141	0	1	0.00529579	1-HR	1ST
32.68018957	-96.87332676	0	1	0.0073695	1-HR	1ST
32.6801894	-96.87135212	0	3	0.0244161	1-HR	1ST
32.6801892	-96.86937747	0	4	0.108639	1-HR	1ST
32.68018897	-96.86740282	0	6	0.934561	1-HR	1ST
32.6801887	-96.86542818	0	5	0.273723	1-HR	1ST
32.68018841	-96.86345353	0	4	0.229904	1-HR	1ST
32.68018808	-96.86147888	0	3	0.0459512	1-HR	1ST
32.68018772	-96.85950424	0	2	0.0146049	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0102338	1-HR	1ST
32.68018692	-96.85555494	0	2	0.00819096	1-HR	1ST
32.68018647	-96.85358029	0	1	0.00677296	1-HR	1ST
32.68018598	-96.85160565	0	1	0.00572522	1-HR	1ST
32.68018547	-96.849631	0	1	0.0049279	1-HR	1ST
32.68018493	-96.84765635	0	1	0.00430543	1-HR	1ST
32.68018435	-96.84568171	0	1	0.00380869	1-HR	1ST
32.68185996	-96.8832	0	0	0.00196506	1-HR	1ST
32.68185994	-96.88122532	0	1	0.00249935	1-HR	1ST
32.68185989	-96.87925063	0	1	0.00318878	1-HR	1ST
32.68185982	-96.87727595	0	1	0.00410875	1-HR	1ST
32.68185971	-96.87530126	0	1	0.00542725	1-HR	1ST
32.68185957	-96.87332658	0	2	0.0125365	1-HR	1ST
32.6818594	-96.8713519	0	4	0.0759076	1-HR	1ST
32.68185919	-96.86937721	0	6	1.31	1-HR	1ST
32.68185896	-96.86740253	0	6	1.25767	1-HR	1ST
32.6818587	-96.86542785	0	4	0.22847	1-HR	1ST
32.6818584	-96.86345316	0	4	0.148734	1-HR	1ST
32.68185808	-96.86147848	0	3	0.0360287	1-HR	1ST
32.68185772	-96.85950379	0	2	0.0144521	1-HR	1ST
32.68185733	-96.85752911	0	2	0.00956025	1-HR	1ST
32.68185691	-96.85555443	0	2	0.00771224	1-HR	1ST
32.68185646	-96.85357974	0	1	0.00641483	1-HR	1ST
32.68185598	-96.85160506	0	1	0.00544804	1-HR	1ST
32.68185547	-96.84963038	0	1	0.00471053	1-HR	1ST
32.68185492	-96.84765569	0	1	0.00413211	1-HR	1ST
32.68185435	-96.84568101	0	1	0.003668	1-HR	1ST
32.68352995	-96.8832	0	0	0.00201194	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00255594	1-HR	1ST
32.68352989	-96.87925056	0	1	0.00325861	1-HR	1ST
32.68352981	-96.87727584	0	1	0.00420031	1-HR	1ST

RBD Emissions - THC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6835297	-96.87530112	0	2	0.00763603	1-HR	1ST
32.68352956	-96.8733264	0	3	0.0481097	1-HR	1ST
32.68352939	-96.87135168	0	6	1.16786	1-HR	1ST
32.68352919	-96.86937696	0	6	1.01286	1-HR	1ST
32.68352896	-96.86740224	0	6	1.09221	1-HR	1ST
32.68352869	-96.86542752	0	4	0.207406	1-HR	1ST
32.6835284	-96.86345279	0	4	0.0971503	1-HR	1ST
32.68352807	-96.86147807	0	3	0.0298385	1-HR	1ST
32.68352771	-96.85950335	0	2	0.0141524	1-HR	1ST
32.68352732	-96.85752863	0	2	0.00910824	1-HR	1ST
32.68352691	-96.85555391	0	1	0.00731507	1-HR	1ST
32.68352646	-96.85357919	0	1	0.00610431	1-HR	1ST
32.68352597	-96.85160447	0	1	0.00519796	1-HR	1ST
32.68352546	-96.84962975	0	1	0.00450659	1-HR	1ST
32.68352492	-96.84765503	0	1	0.00396548	1-HR	1ST
32.68352434	-96.84568031	0	1	0.00353095	1-HR	1ST
32.68519994	-96.8832	0	0	0.00205894	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00261245	1-HR	1ST
32.68519988	-96.87925049	0	1	0.0033287	1-HR	1ST
32.6851998	-96.87727573	0	1	0.00520978	1-HR	1ST
32.6851997	-96.87530097	0	3	0.0343204	1-HR	1ST
32.68519956	-96.87332621	0	6	0.89794	1-HR	1ST
32.68519939	-96.87135146	0	6	1.03333	1-HR	1ST
32.68519918	-96.8693767	0	6	0.778716	1-HR	1ST
32.68519895	-96.86740194	0	6	0.895233	1-HR	1ST
32.68519869	-96.86542718	0	4	0.1746	1-HR	1ST
32.68519839	-96.86345243	0	3	0.0664849	1-HR	1ST
32.68519806	-96.86147767	0	3	0.0257843	1-HR	1ST
32.68519771	-96.85950291	0	2	0.0137106	1-HR	1ST
32.68519732	-96.85752816	0	2	0.00878852	1-HR	1ST
32.6851969	-96.8555534	0	1	0.00699013	1-HR	1ST
32.68519645	-96.85357864	0	1	0.00584043	1-HR	1ST
32.68519597	-96.85160388	0	1	0.00497967	1-HR	1ST
32.68519546	-96.84962913	0	1	0.00432485	1-HR	1ST
32.68519491	-96.84765437	0	1	0.00381448	1-HR	1ST
32.68519434	-96.84567961	0	1	0.00340539	1-HR	1ST
32.68686994	-96.8832	0	0	0.00210596	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00266905	1-HR	1ST
32.68686988	-96.87925041	0	1	0.00377179	1-HR	1ST
32.6868698	-96.87727562	0	3	0.0281681	1-HR	1ST
32.68686969	-96.87530082	0	5	0.605659	1-HR	1ST
32.68686955	-96.87332603	0	6	0.923458	1-HR	1ST
32.68686938	-96.87135124	0	6	0.748638	1-HR	1ST
32.68686918	-96.86937644	0	6	0.767595	1-HR	1ST
32.68686894	-96.86740165	0	6	1.0308	1-HR	1ST
32.68686868	-96.86542685	0	4	0.142012	1-HR	1ST

RBD Emissions - THC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68686839	-96.86345206	0	3	0.0477268	1-HR	1ST
32.68686806	-96.86147727	0	2	0.0230572	1-HR	1ST
32.6868677	-96.85950247	0	2	0.0132231	1-HR	1ST
32.68686731	-96.85752768	0	2	0.0085658	1-HR	1ST
32.68686689	-96.85555288	0	1	0.00672005	1-HR	1ST
32.68686644	-96.85357809	0	1	0.00560958	1-HR	1ST
32.68686596	-96.8516033	0	1	0.00478721	1-HR	1ST
32.68686545	-96.8496285	0	1	0.00416053	1-HR	1ST
32.68686491	-96.84765371	0	1	0.00367627	1-HR	1ST
32.68686433	-96.84567892	0	1	0.00329127	1-HR	1ST
32.68853993	-96.8832	0	0	0.00215319	1-HR	1ST
32.68853992	-96.88122517	0	1	0.00287946	1-HR	1ST
32.68853987	-96.87925034	0	3	0.0335421	1-HR	1ST
32.68853979	-96.87727551	0	5	0.600891	1-HR	1ST
32.68853968	-96.87530068	0	6	0.761947	1-HR	1ST
32.68853954	-96.87332585	0	6	0.748272	1-HR	1ST
32.68853937	-96.87135102	0	5	0.560744	1-HR	1ST
32.68853917	-96.86937618	0	6	0.745715	1-HR	1ST
32.68853894	-96.86740135	0	5	0.617796	1-HR	1ST
32.68853867	-96.86542652	0	4	0.114458	1-HR	1ST
32.68853838	-96.86345169	0	3	0.0365007	1-HR	1ST
32.68853805	-96.86147686	0	2	0.0212312	1-HR	1ST
32.6885377	-96.85950203	0	2	0.0127699	1-HR	1ST
32.68853731	-96.8575272	0	2	0.00839466	1-HR	1ST
32.68853689	-96.85555237	0	1	0.00650294	1-HR	1ST
32.68853644	-96.85357754	0	1	0.00541368	1-HR	1ST
32.68853596	-96.85160271	0	1	0.00462031	1-HR	1ST
32.68853544	-96.84962788	0	1	0.00401888	1-HR	1ST
32.6885349	-96.84765305	0	1	0.00355578	1-HR	1ST
32.68853433	-96.84567822	0	1	0.00319131	1-HR	1ST
32.69020993	-96.8832	0	0	0.00225361	1-HR	1ST
32.69020991	-96.88122513	0	3	0.0273033	1-HR	1ST
32.69020987	-96.87925026	0	6	0.742874	1-HR	1ST
32.69020979	-96.8772754	0	5	0.60871	1-HR	1ST
32.69020968	-96.87530053	0	5	0.689713	1-HR	1ST
32.69020954	-96.87332566	0	5	0.59002	1-HR	1ST
32.69020937	-96.87135079	0	5	0.537973	1-HR	1ST
32.69020917	-96.86937593	0	5	0.735951	1-HR	1ST
32.69020893	-96.86740106	0	5	0.39426	1-HR	1ST
32.69020867	-96.86542619	0	4	0.101772	1-HR	1ST
32.69020837	-96.86345133	0	3	0.0357098	1-HR	1ST
32.69020805	-96.86147646	0	2	0.0200018	1-HR	1ST
32.69020769	-96.85950159	0	2	0.0123559	1-HR	1ST
32.6902073	-96.85752672	0	2	0.0082509	1-HR	1ST
32.69020688	-96.85555186	0	1	0.00632907	1-HR	1ST
32.69020643	-96.85357699	0	1	0.00524163	1-HR	1ST

RBD Emissions - THC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.69020595	-96.85160212	0	1	0.00447377	1-HR	1ST
32.69020544	-96.84962725	0	1	0.00389546	1-HR	1ST
32.6902049	-96.84765239	0	1	0.00345369	1-HR	1ST
32.69020432	-96.84567752	0	1	0.00310808	1-HR	1ST
32.69187992	-96.8832	0	2	0.0186989	1-HR	1ST
32.69187991	-96.8812251	0	5	0.259001	1-HR	1ST
32.69187986	-96.87925019	0	5	0.679697	1-HR	1ST
32.69187978	-96.87727529	0	5	0.597747	1-HR	1ST
32.69187967	-96.87530038	0	5	0.585156	1-HR	1ST
32.69187953	-96.87332548	0	5	0.480785	1-HR	1ST
32.69187936	-96.87135057	0	5	0.536834	1-HR	1ST
32.69187916	-96.86937567	0	5	0.671287	1-HR	1ST
32.69187893	-96.86740077	0	5	0.280406	1-HR	1ST
32.69187866	-96.86542586	0	4	0.0926152	1-HR	1ST
32.69187837	-96.86345096	0	3	0.0352968	1-HR	1ST
32.69187804	-96.86147605	0	2	0.0191621	1-HR	1ST
32.69187769	-96.85950115	0	2	0.0119992	1-HR	1ST
32.6918773	-96.85752625	0	2	0.00812997	1-HR	1ST
32.69187688	-96.85555134	0	1	0.00618962	1-HR	1ST
32.69187643	-96.85357644	0	1	0.00510154	1-HR	1ST
32.69187595	-96.85160153	0	1	0.00435087	1-HR	1ST
32.69187543	-96.84962663	0	1	0.00379269	1-HR	1ST
32.69187489	-96.84765173	0	1	0.0033688	1-HR	1ST
32.69187431	-96.84567682	0	1	0.00303942	1-HR	1ST
32.69354992	-96.8832	0	4	0.124873	1-HR	1ST
32.6935499	-96.88122506	0	5	0.535948	1-HR	1ST
32.69354985	-96.87925012	0	5	0.551951	1-HR	1ST
32.69354978	-96.87727518	0	5	0.547824	1-HR	1ST
32.69354967	-96.87530024	0	5	0.49015	1-HR	1ST
32.69354953	-96.87332529	0	5	0.393694	1-HR	1ST
32.69354936	-96.87135035	0	5	0.53539	1-HR	1ST
32.69354916	-96.86937541	0	5	0.560779	1-HR	1ST
32.69354892	-96.86740047	0	4	0.210744	1-HR	1ST
32.69354866	-96.86542553	0	4	0.0833871	1-HR	1ST
32.69354836	-96.86345059	0	3	0.0348925	1-HR	1ST
32.69354804	-96.86147565	0	2	0.0186205	1-HR	1ST
32.69354768	-96.85950071	0	2	0.0117194	1-HR	1ST
32.69354729	-96.85752577	0	2	0.00801759	1-HR	1ST
32.69354687	-96.85555083	0	1	0.00607533	1-HR	1ST
32.69354642	-96.85357589	0	1	0.00498307	1-HR	1ST
32.69354594	-96.85160095	0	1	0.0042518	1-HR	1ST
32.69354543	-96.849626	0	1	0.00371111	1-HR	1ST
32.69354488	-96.84765106	0	1	0.00330338	1-HR	1ST
32.69354431	-96.84567612	0	1	0.00298711	1-HR	1ST
32.69521991	-96.8832	0	5	0.314981	1-HR	1ST
32.6952199	-96.88122502	0	5	0.530468	1-HR	1ST

RBD Emissions - THC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC (µg/m³)	Average	Rank
32.69521985	-96.87925004	0	5	0.504432	1-HR	1ST
32.69521977	-96.87727507	0	5	0.482243	1-HR	1ST
32.69521966	-96.87530009	0	5	0.406822	1-HR	1ST
32.69521952	-96.87332511	0	5	0.398754	1-HR	1ST
32.69521935	-96.87135013	0	5	0.519629	1-HR	1ST
32.69521915	-96.86937516	0	5	0.450713	1-HR	1ST
32.69521892	-96.86740018	0	4	0.163977	1-HR	1ST
32.69521865	-96.8654252	0	4	0.0750867	1-HR	1ST
32.69521836	-96.86345022	0	3	0.03429	1-HR	1ST
32.69521803	-96.86147525	0	2	0.0182555	1-HR	1ST
32.69521767	-96.85950027	0	2	0.0114686	1-HR	1ST
32.69521729	-96.85752529	0	2	0.00791549	1-HR	1ST
32.69521687	-96.85555031	0	1	0.00599046	1-HR	1ST
32.69521642	-96.85357533	0	1	0.00489433	1-HR	1ST
32.69521593	-96.85160036	0	1	0.00417218	1-HR	1ST
32.69521542	-96.84962538	0	1	0.00364894	1-HR	1ST
32.69521488	-96.8476504	0	1	0.00325455	1-HR	1ST
32.6952143	-96.84567542	0	1	0.00294826	1-HR	1ST
32.6968899	-96.8832	0	5	0.418563	1-HR	1ST
32.69688989	-96.88122499	0	5	0.480708	1-HR	1ST
32.69688984	-96.87924997	0	5	0.460141	1-HR	1ST
32.69688977	-96.87727496	0	5	0.414377	1-HR	1ST
32.69688966	-96.87529994	0	5	0.321215	1-HR	1ST
32.69688952	-96.87332493	0	5	0.4029	1-HR	1ST
32.69688935	-96.87134991	0	5	0.484836	1-HR	1ST
32.69688914	-96.8693749	0	5	0.359622	1-HR	1ST
32.69688891	-96.86739988	0	4	0.130807	1-HR	1ST
32.69688865	-96.86542487	0	3	0.0679703	1-HR	1ST
32.69688835	-96.86344986	0	3	0.0334096	1-HR	1ST
32.69688803	-96.86147484	0	2	0.0180182	1-HR	1ST
32.69688767	-96.85949983	0	2	0.0113082	1-HR	1ST
32.69688728	-96.85752481	0	2	0.00783379	1-HR	1ST
32.69688686	-96.8555498	0	1	0.00592732	1-HR	1ST
32.69688641	-96.85357478	0	1	0.0048277	1-HR	1ST
32.69688593	-96.85159977	0	1	0.00411507	1-HR	1ST
32.69688542	-96.84962476	0	1	0.003604	1-HR	1ST
32.69688487	-96.84764974	0	1	0.00321868	1-HR	1ST
32.6968843	-96.84567473	0	1	0.00291927	1-HR	1ST
32.6985599	-96.8832	0	5	0.433053	1-HR	1ST
32.69855988	-96.88122495	0	5	0.439136	1-HR	1ST
32.69855984	-96.8792499	0	5	0.409932	1-HR	1ST
32.69855976	-96.87727485	0	5	0.344457	1-HR	1ST
32.69855965	-96.8752998	0	5	0.304802	1-HR	1ST
32.69855951	-96.87332474	0	5	0.402149	1-HR	1ST
32.69855934	-96.87134969	0	5	0.438335	1-HR	1ST
32.69855914	-96.86937464	0	5	0.288591	1-HR	1ST

RBD Emissions - THC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	THC (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	4	0.106115	1-HR	1ST
32.69855864	-96.86542454	0	3	0.0618598	1-HR	1ST
32.69855835	-96.86344949	0	3	0.0323775	1-HR	1ST
32.69855802	-96.86147444	0	2	0.0178334	1-HR	1ST
32.69855766	-96.85949939	0	2	0.0111844	1-HR	1ST
32.69855727	-96.85752433	0	2	0.00777582	1-HR	1ST
32.69855686	-96.85554928	0	1	0.00588445	1-HR	1ST
32.6985564	-96.85357423	0	1	0.00478365	1-HR	1ST
32.69855592	-96.85159918	0	1	0.00407612	1-HR	1ST
32.69855541	-96.84962413	0	1	0.00357537	1-HR	1ST
32.69855487	-96.84764908	0	1	0.00319525	1-HR	1ST
32.69855429	-96.84567403	0	1	0.00289754	1-HR	1ST
32.70022989	-96.8832	0	5	0.413987	1-HR	1ST
32.70022988	-96.88122491	0	5	0.399179	1-HR	1ST
32.70022983	-96.87924982	0	5	0.354844	1-HR	1ST
32.70022975	-96.87727474	0	5	0.273305	1-HR	1ST
32.70022965	-96.87529965	0	5	0.311991	1-HR	1ST
32.70022951	-96.87332456	0	5	0.39331	1-HR	1ST
32.70022933	-96.87134947	0	5	0.387799	1-HR	1ST
32.70022913	-96.86937438	0	5	0.234033	1-HR	1ST
32.7002289	-96.8673993	0	4	0.0871527	1-HR	1ST
32.70022864	-96.86542421	0	3	0.0567285	1-HR	1ST
32.70022834	-96.86344912	0	3	0.0312619	1-HR	1ST
32.70022801	-96.86147403	0	2	0.0176664	1-HR	1ST
32.70022766	-96.85949894	0	2	0.0111029	1-HR	1ST
32.70022727	-96.85752386	0	2	0.00773973	1-HR	1ST
32.70022685	-96.85554877	0	1	0.00586187	1-HR	1ST
32.7002264	-96.85357368	0	1	0.00475858	1-HR	1ST
32.70022592	-96.85159859	0	1	0.00405353	1-HR	1ST
32.70022541	-96.84962351	0	1	0.00355578	1-HR	1ST
32.70022486	-96.84764842	0	1	0.00317766	1-HR	1ST
32.70022429	-96.84567333	0	1	0.00288081	1-HR	1ST

RBD Emissions - TOG Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.6685	-96.8832	0	0	0.00181622	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00232604	1-HR	1ST
32.66849994	-96.87925122	0	1	0.00297269	1-HR	1ST
32.66849986	-96.87727683	0	1	0.00381862	1-HR	1ST
32.66849975	-96.87530244	0	1	0.00498534	1-HR	1ST
32.66849961	-96.87332805	0	1	0.00674268	1-HR	1ST
32.66849944	-96.87135366	0	2	0.00983639	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0167334	1-HR	1ST
32.66849901	-96.86740488	0	2	0.0242074	1-HR	1ST
32.66849874	-96.86543049	0	2	0.014002	1-HR	1ST
32.66849845	-96.8634561	0	1	0.00767865	1-HR	1ST
32.66849812	-96.86148171	0	1	0.00500731	1-HR	1ST
32.66849776	-96.85950732	0	1	0.00353115	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00258002	1-HR	1ST
32.66849696	-96.85555854	0	0	0.00191493	1-HR	1ST
32.66849651	-96.85358415	0	0	0.00156765	1-HR	1ST
32.66849602	-96.85160976	0	0	0.00197233	1-HR	1ST
32.66849551	-96.84963537	0	1	0.00299596	1-HR	1ST
32.66849497	-96.84766098	0	1	0.00356605	1-HR	1ST
32.66849439	-96.84568659	0	1	0.0036584	1-HR	1ST
32.67016999	-96.8832	0	0	0.00186455	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00238601	1-HR	1ST
32.67016993	-96.87925115	0	1	0.00304952	1-HR	1ST
32.67016985	-96.87727672	0	1	0.00392134	1-HR	1ST
32.67016975	-96.87530229	0	1	0.00512747	1-HR	1ST
32.67016961	-96.87332787	0	1	0.00695308	1-HR	1ST
32.67016944	-96.87135344	0	2	0.0102209	1-HR	1ST
32.67016923	-96.86937901	0	2	0.0180242	1-HR	1ST
32.670169	-96.86740459	0	3	0.0278822	1-HR	1ST
32.67016874	-96.86543016	0	2	0.0150013	1-HR	1ST
32.67016844	-96.86345573	0	1	0.00797047	1-HR	1ST
32.67016812	-96.86148131	0	1	0.00516427	1-HR	1ST
32.67016776	-96.85950688	0	1	0.00363312	1-HR	1ST
32.67016737	-96.85753245	0	0	0.0026521	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00228722	1-HR	1ST
32.6701665	-96.8535836	0	1	0.00317552	1-HR	1ST
32.67016602	-96.85160917	0	1	0.00466351	1-HR	1ST
32.67016551	-96.84963475	0	1	0.00526506	1-HR	1ST
32.67016496	-96.84766032	0	1	0.00495447	1-HR	1ST
32.67016439	-96.84568589	0	1	0.00452172	1-HR	1ST
32.67183999	-96.8832	0	0	0.00191363	1-HR	1ST
32.67183997	-96.88122554	0	0	0.0024464	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00312714	1-HR	1ST
32.67183985	-96.87727661	0	1	0.00402365	1-HR	1ST
32.67183974	-96.87530215	0	1	0.00526734	1-HR	1ST
32.6718396	-96.87332768	0	1	0.0071607	1-HR	1ST

RBD Emissions - TOG Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	2	0.0106211	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0196092	1-HR	1ST
32.67183899	-96.86740429	0	3	0.0335326	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0162111	1-HR	1ST
32.67183844	-96.86345537	0	1	0.00826998	1-HR	1ST
32.67183811	-96.8614809	0	1	0.00531941	1-HR	1ST
32.67183775	-96.85950644	0	1	0.00378755	1-HR	1ST
32.67183736	-96.85753198	0	1	0.00424922	1-HR	1ST
32.67183694	-96.85555751	0	1	0.00544083	1-HR	1ST
32.67183649	-96.85358305	0	1	0.00675327	1-HR	1ST
32.67183601	-96.85160859	0	1	0.00704026	1-HR	1ST
32.6718355	-96.84963412	0	1	0.0063434	1-HR	1ST
32.67183496	-96.84765966	0	1	0.00554097	1-HR	1ST
32.67183438	-96.8456852	0	1	0.00487267	1-HR	1ST
32.67350998	-96.8832	0	0	0.00196333	1-HR	1ST
32.67350997	-96.8812255	0	0	0.00250777	1-HR	1ST
32.67350992	-96.879251	0	1	0.0032051	1-HR	1ST
32.67350984	-96.8772765	0	1	0.00412535	1-HR	1ST
32.67350973	-96.875302	0	1	0.0054053	1-HR	1ST
32.67350959	-96.8733275	0	1	0.0073698	1-HR	1ST
32.67350942	-96.871353	0	2	0.0110553	1-HR	1ST
32.67350922	-96.8693785	0	2	0.0217047	1-HR	1ST
32.67350899	-96.867404	0	3	0.0451249	1-HR	1ST
32.67350873	-96.8654295	0	2	0.0177744	1-HR	1ST
32.67350843	-96.863455	0	2	0.00858999	1-HR	1ST
32.6735081	-96.8614805	0	1	0.00662875	1-HR	1ST
32.67350775	-96.859506	0	2	0.00887175	1-HR	1ST
32.67350736	-96.8575315	0	2	0.0102583	1-HR	1ST
32.67350694	-96.855557	0	2	0.010098	1-HR	1ST
32.67350649	-96.8535825	0	2	0.00894324	1-HR	1ST
32.67350601	-96.851608	0	1	0.00775245	1-HR	1ST
32.67350549	-96.8496335	0	1	0.00660078	1-HR	1ST
32.67350495	-96.847659	0	1	0.00567684	1-HR	1ST
32.67350438	-96.8456845	0	1	0.00494235	1-HR	1ST
32.67517998	-96.8832	0	0	0.00201364	1-HR	1ST
32.67517996	-96.88122546	0	0	0.00256954	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00328329	1-HR	1ST
32.67517984	-96.87727639	0	1	0.00422623	1-HR	1ST
32.67517973	-96.87530185	0	1	0.00554247	1-HR	1ST
32.67517959	-96.87332732	0	1	0.00758313	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0115246	1-HR	1ST
32.67517922	-96.86937824	0	2	0.0241309	1-HR	1ST
32.67517898	-96.8674037	0	3	0.0653815	1-HR	1ST
32.67517872	-96.86542917	0	2	0.0196431	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0121796	1-HR	1ST
32.6751781	-96.86148009	0	3	0.0349917	1-HR	1ST

RBD Emissions - TOG Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.67517774	-96.85950556	0	2	0.0163718	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0143893	1-HR	1ST
32.67517693	-96.85555648	0	2	0.0115544	1-HR	1ST
32.67517648	-96.85358195	0	2	0.00920515	1-HR	1ST
32.675176	-96.85160741	0	1	0.0076698	1-HR	1ST
32.67517549	-96.84963287	0	1	0.00650097	1-HR	1ST
32.67517495	-96.84765834	0	1	0.00558637	1-HR	1ST
32.67517437	-96.8456838	0	1	0.00486418	1-HR	1ST
32.67684997	-96.8832	0	0	0.0020644	1-HR	1ST
32.67684996	-96.88122543	0	0	0.00263187	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00336147	1-HR	1ST
32.67684983	-96.87727628	0	1	0.00432652	1-HR	1ST
32.67684972	-96.87530171	0	1	0.00567932	1-HR	1ST
32.67684958	-96.87332713	0	1	0.00780217	1-HR	1ST
32.67684941	-96.87135256	0	2	0.0120393	1-HR	1ST
32.67684921	-96.86937798	0	3	0.0265882	1-HR	1ST
32.67684898	-96.86740341	0	4	0.214413	1-HR	1ST
32.67684871	-96.86542884	0	2	0.0228767	1-HR	1ST
32.67684842	-96.86345426	0	5	0.502203	1-HR	1ST
32.67684809	-96.86147969	0	4	0.111245	1-HR	1ST
32.67684774	-96.85950512	0	2	0.0191321	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0145706	1-HR	1ST
32.67684693	-96.85555597	0	2	0.0111017	1-HR	1ST
32.67684648	-96.8535814	0	2	0.00881592	1-HR	1ST
32.676846	-96.85160682	0	1	0.00734497	1-HR	1ST
32.67684548	-96.84963225	0	1	0.00625041	1-HR	1ST
32.67684494	-96.84765768	0	1	0.00539388	1-HR	1ST
32.67684437	-96.8456831	0	1	0.00471684	1-HR	1ST
32.67851997	-96.8832	0	0	0.00211559	1-HR	1ST
32.67851995	-96.88122539	0	0	0.00269448	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00343943	1-HR	1ST
32.67851983	-96.87727617	0	1	0.00442662	1-HR	1ST
32.67851972	-96.87530156	0	1	0.00581767	1-HR	1ST
32.67851958	-96.87332695	0	1	0.00803371	1-HR	1ST
32.67851941	-96.87135234	0	2	0.0126193	1-HR	1ST
32.67851921	-96.86937773	0	3	0.0547377	1-HR	1ST
32.67851897	-96.86740312	0	5	0.289945	1-HR	1ST
32.67851871	-96.86542851	0	5	0.584971	1-HR	1ST
32.67851841	-96.8634539	0	4	0.138105	1-HR	1ST
32.67851809	-96.86147929	0	3	0.073098	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0181407	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0133075	1-HR	1ST
32.67851692	-96.85555546	0	2	0.0102977	1-HR	1ST
32.67851647	-96.85358085	0	1	0.00831908	1-HR	1ST
32.67851599	-96.85160624	0	1	0.00696079	1-HR	1ST
32.67851548	-96.84963163	0	1	0.00595346	1-HR	1ST

RBD Emissions - TOG Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.67851493	-96.84765702	0	1	0.00516809	1-HR	1ST
32.67851436	-96.84568241	0	1	0.00454233	1-HR	1ST
32.68018996	-96.8832	0	0	0.00216741	1-HR	1ST
32.68018995	-96.88122535	0	1	0.00275755	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00351748	1-HR	1ST
32.68018982	-96.87727606	0	1	0.00452704	1-HR	1ST
32.68018971	-96.87530141	0	1	0.00595913	1-HR	1ST
32.68018957	-96.87332676	0	1	0.00828421	1-HR	1ST
32.6801894	-96.87135212	0	2	0.0242798	1-HR	1ST
32.6801892	-96.86937747	0	4	0.107012	1-HR	1ST
32.68018897	-96.86740282	0	6	1.34042	1-HR	1ST
32.6801887	-96.86542818	0	5	0.343543	1-HR	1ST
32.68018841	-96.86345353	0	4	0.0923503	1-HR	1ST
32.68018808	-96.86147888	0	3	0.0530914	1-HR	1ST
32.68018772	-96.85950424	0	2	0.0173945	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0121264	1-HR	1ST
32.68018692	-96.85555494	0	2	0.00959281	1-HR	1ST
32.68018647	-96.85358029	0	1	0.00784683	1-HR	1ST
32.68018598	-96.85160565	0	1	0.00659196	1-HR	1ST
32.68018547	-96.849631	0	1	0.00565999	1-HR	1ST
32.68018493	-96.84765635	0	1	0.00493765	1-HR	1ST
32.68018435	-96.84568171	0	1	0.00436094	1-HR	1ST
32.68185996	-96.8832	0	0	0.00221938	1-HR	1ST
32.68185994	-96.88122532	0	1	0.00282076	1-HR	1ST
32.68185989	-96.87925063	0	1	0.00359549	1-HR	1ST
32.68185982	-96.87727595	0	1	0.00462777	1-HR	1ST
32.68185971	-96.87530126	0	1	0.00610599	1-HR	1ST
32.68185957	-96.87332658	0	2	0.0124749	1-HR	1ST
32.6818594	-96.8713519	0	3	0.0764773	1-HR	1ST
32.68185919	-96.86937721	0	6	1.23925	1-HR	1ST
32.68185896	-96.86740253	0	6	0.776319	1-HR	1ST
32.6818587	-96.86542785	0	4	0.140303	1-HR	1ST
32.6818584	-96.86345316	0	3	0.0694818	1-HR	1ST
32.68185808	-96.86147848	0	3	0.0416666	1-HR	1ST
32.68185772	-96.85950379	0	2	0.0170181	1-HR	1ST
32.68185733	-96.85752911	0	2	0.0112683	1-HR	1ST
32.68185691	-96.85555443	0	2	0.00901796	1-HR	1ST
32.68185646	-96.85357974	0	1	0.00743433	1-HR	1ST
32.68185598	-96.85160506	0	1	0.00626472	1-HR	1ST
32.68185547	-96.84963038	0	1	0.00539121	1-HR	1ST
32.68185492	-96.84765569	0	1	0.0047198	1-HR	1ST
32.68185435	-96.84568101	0	1	0.00418513	1-HR	1ST
32.68352995	-96.8832	0	0	0.00227192	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00288402	1-HR	1ST
32.68352989	-96.87925056	0	1	0.00367341	1-HR	1ST
32.68352981	-96.87727584	0	1	0.00472992	1-HR	1ST

RBD Emissions - TOG Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6835297	-96.87530112	0	1	0.00759798	1-HR	1ST
32.68352956	-96.8733264	0	3	0.0491038	1-HR	1ST
32.68352939	-96.87135168	0	6	1.09201	1-HR	1ST
32.68352919	-96.86937696	0	6	1.26068	1-HR	1ST
32.68352896	-96.86740224	0	5	0.65506	1-HR	1ST
32.68352869	-96.86542752	0	4	0.126103	1-HR	1ST
32.6835284	-96.86345279	0	3	0.0564951	1-HR	1ST
32.68352807	-96.86147807	0	3	0.0345973	1-HR	1ST
32.68352771	-96.85950335	0	2	0.0165419	1-HR	1ST
32.68352732	-96.85752863	0	2	0.0106802	1-HR	1ST
32.68352691	-96.85555391	0	2	0.00853848	1-HR	1ST
32.68352646	-96.85357919	0	1	0.00707953	1-HR	1ST
32.68352597	-96.85160447	0	1	0.00597956	1-HR	1ST
32.68352546	-96.84962975	0	1	0.00515046	1-HR	1ST
32.68352492	-96.84765503	0	1	0.00451814	1-HR	1ST
32.68352434	-96.84568031	0	1	0.00401839	1-HR	1ST
32.68519994	-96.8832	0	0	0.00232458	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00294717	1-HR	1ST
32.68519988	-96.87925049	0	1	0.00375162	1-HR	1ST
32.6851998	-96.87727573	0	1	0.00517569	1-HR	1ST
32.6851997	-96.87530097	0	3	0.0342682	1-HR	1ST
32.68519956	-96.87332621	0	6	1.18485	1-HR	1ST
32.68519939	-96.87135146	0	6	0.95931	1-HR	1ST
32.68519918	-96.8693767	0	6	0.840839	1-HR	1ST
32.68519895	-96.86740194	0	5	0.550828	1-HR	1ST
32.68519869	-96.86542718	0	4	0.126589	1-HR	1ST
32.68519839	-96.86345243	0	3	0.0491709	1-HR	1ST
32.68519806	-96.86147767	0	3	0.0300303	1-HR	1ST
32.68519771	-96.85950291	0	2	0.0159779	1-HR	1ST
32.68519732	-96.85752816	0	2	0.0102612	1-HR	1ST
32.6851969	-96.8555534	0	1	0.00813596	1-HR	1ST
32.68519645	-96.85357864	0	1	0.00676788	1-HR	1ST
32.68519597	-96.85160388	0	1	0.00572931	1-HR	1ST
32.68519546	-96.84962913	0	1	0.00494001	1-HR	1ST
32.68519491	-96.84765437	0	1	0.00433933	1-HR	1ST
32.68519434	-96.84567961	0	1	0.00386801	1-HR	1ST
32.68686994	-96.8832	0	0	0.00237722	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00301041	1-HR	1ST
32.68686988	-96.87925041	0	1	0.00383065	1-HR	1ST
32.6868698	-96.87727562	0	3	0.0274365	1-HR	1ST
32.68686969	-96.87530082	0	6	0.918173	1-HR	1ST
32.68686955	-96.87332603	0	6	0.974107	1-HR	1ST
32.68686938	-96.87135124	0	6	0.839185	1-HR	1ST
32.68686918	-96.86937644	0	5	0.576023	1-HR	1ST
32.68686894	-96.86740165	0	5	0.549328	1-HR	1ST
32.68686868	-96.86542685	0	4	0.126409	1-HR	1ST

RBD Emissions - TOG Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.68686839	-96.86345206	0	3	0.0451867	1-HR	1ST
32.68686806	-96.86147727	0	3	0.0269631	1-HR	1ST
32.6868677	-96.85950247	0	2	0.0154177	1-HR	1ST
32.68686731	-96.85752768	0	2	0.00998498	1-HR	1ST
32.68686689	-96.85555288	0	1	0.00780976	1-HR	1ST
32.68686644	-96.85357809	0	1	0.00649495	1-HR	1ST
32.68686596	-96.8516033	0	1	0.00550693	1-HR	1ST
32.68686545	-96.8496285	0	1	0.00475121	1-HR	1ST
32.68686491	-96.84765371	0	1	0.00417799	1-HR	1ST
32.68686433	-96.84567892	0	1	0.00373369	1-HR	1ST
32.68853993	-96.8832	0	0	0.00243009	1-HR	1ST
32.68853992	-96.88122517	0	1	0.00307404	1-HR	1ST
32.68853987	-96.87925034	0	3	0.0315287	1-HR	1ST
32.68853979	-96.87727551	0	6	1.06035	1-HR	1ST
32.68853968	-96.87530068	0	6	0.932693	1-HR	1ST
32.68853954	-96.87332585	0	6	0.772091	1-HR	1ST
32.68853937	-96.87135102	0	5	0.657649	1-HR	1ST
32.68853917	-96.86937618	0	5	0.53693	1-HR	1ST
32.68853894	-96.86740135	0	5	0.370747	1-HR	1ST
32.68853867	-96.86542652	0	4	0.124003	1-HR	1ST
32.68853838	-96.86345169	0	3	0.0431263	1-HR	1ST
32.68853805	-96.86147686	0	2	0.0248685	1-HR	1ST
32.6885377	-96.85950203	0	2	0.0149014	1-HR	1ST
32.68853731	-96.8575272	0	2	0.00977756	1-HR	1ST
32.68853689	-96.85555237	0	1	0.00754901	1-HR	1ST
32.68853644	-96.85357754	0	1	0.00626309	1-HR	1ST
32.68853596	-96.85160271	0	1	0.00531437	1-HR	1ST
32.68853544	-96.84962788	0	1	0.00458954	1-HR	1ST
32.6885349	-96.84765305	0	1	0.00403939	1-HR	1ST
32.68853433	-96.84567822	0	1	0.00361721	1-HR	1ST
32.69020993	-96.8832	0	0	0.00248317	1-HR	1ST
32.69020991	-96.88122513	0	3	0.0312624	1-HR	1ST
32.69020987	-96.87925026	0	5	0.377424	1-HR	1ST
32.69020979	-96.8772754	0	6	0.862683	1-HR	1ST
32.69020968	-96.87530053	0	5	0.756325	1-HR	1ST
32.69020954	-96.87332566	0	5	0.646917	1-HR	1ST
32.69020937	-96.87135079	0	5	0.543104	1-HR	1ST
32.69020917	-96.86937593	0	5	0.283164	1-HR	1ST
32.69020893	-96.86740106	0	5	0.265679	1-HR	1ST
32.69020867	-96.86542619	0	4	0.11751	1-HR	1ST
32.69020837	-96.86345133	0	3	0.0419848	1-HR	1ST
32.69020805	-96.86147646	0	2	0.0234117	1-HR	1ST
32.69020769	-96.85950159	0	2	0.0144156	1-HR	1ST
32.6902073	-96.85752672	0	2	0.00960392	1-HR	1ST
32.69020688	-96.85555186	0	1	0.00734109	1-HR	1ST
32.69020643	-96.85357699	0	1	0.00605904	1-HR	1ST

RBD Emissions - TOG Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.69020595	-96.85160212	0	1	0.00514433	1-HR	1ST
32.69020544	-96.84962725	0	1	0.00444931	1-HR	1ST
32.6902049	-96.84765239	0	1	0.0039238	1-HR	1ST
32.69020432	-96.84567752	0	1	0.00352245	1-HR	1ST
32.69187992	-96.8832	0	2	0.0206997	1-HR	1ST
32.69187991	-96.8812251	0	4	0.199485	1-HR	1ST
32.69187986	-96.87925019	0	5	0.721884	1-HR	1ST
32.69187978	-96.87727529	0	5	0.717001	1-HR	1ST
32.69187967	-96.87530038	0	5	0.632485	1-HR	1ST
32.69187953	-96.87332548	0	5	0.545652	1-HR	1ST
32.69187936	-96.87135057	0	5	0.408539	1-HR	1ST
32.69187916	-96.86937567	0	4	0.155156	1-HR	1ST
32.69187893	-96.86740077	0	4	0.212315	1-HR	1ST
32.69187866	-96.86542586	0	4	0.106245	1-HR	1ST
32.69187837	-96.86345096	0	3	0.0412766	1-HR	1ST
32.69187804	-96.86147605	0	2	0.0223945	1-HR	1ST
32.69187769	-96.85950115	0	2	0.0139839	1-HR	1ST
32.6918773	-96.85752625	0	2	0.00945282	1-HR	1ST
32.69187688	-96.85555134	0	1	0.00717215	1-HR	1ST
32.69187643	-96.85357644	0	1	0.00589147	1-HR	1ST
32.69187595	-96.85160153	0	1	0.00500082	1-HR	1ST
32.69187543	-96.84962663	0	1	0.00433226	1-HR	1ST
32.69187489	-96.84765173	0	1	0.00382809	1-HR	1ST
32.69187431	-96.84567682	0	1	0.0034449	1-HR	1ST
32.69354992	-96.8832	0	4	0.112627	1-HR	1ST
32.6935499	-96.88122506	0	5	0.448194	1-HR	1ST
32.69354985	-96.87925012	0	5	0.679051	1-HR	1ST
32.69354978	-96.87727518	0	5	0.615407	1-HR	1ST
32.69354967	-96.87530024	0	5	0.540319	1-HR	1ST
32.69354953	-96.87332529	0	5	0.444953	1-HR	1ST
32.69354936	-96.87135035	0	4	0.238042	1-HR	1ST
32.69354916	-96.86937541	0	4	0.1336	1-HR	1ST
32.69354892	-96.86740047	0	4	0.168659	1-HR	1ST
32.69354866	-96.86542553	0	4	0.0951835	1-HR	1ST
32.69354836	-96.86345059	0	3	0.0405866	1-HR	1ST
32.69354804	-96.86147565	0	2	0.0217186	1-HR	1ST
32.69354768	-96.85950071	0	2	0.0136456	1-HR	1ST
32.69354729	-96.85752577	0	2	0.00931423	1-HR	1ST
32.69354687	-96.85555083	0	1	0.00703484	1-HR	1ST
32.69354642	-96.85357589	0	1	0.00574958	1-HR	1ST
32.69354594	-96.85160095	0	1	0.00488442	1-HR	1ST
32.69354543	-96.849626	0	1	0.00423984	1-HR	1ST
32.69354488	-96.84765106	0	1	0.00375564	1-HR	1ST
32.69354431	-96.84567612	0	1	0.00338755	1-HR	1ST
32.69521991	-96.8832	0	5	0.273346	1-HR	1ST
32.6952199	-96.88122502	0	5	0.552059	1-HR	1ST

RBD Emissions - TOG Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.69521985	-96.87925004	0	5	0.59499	1-HR	1ST
32.69521977	-96.87727507	0	5	0.533302	1-HR	1ST
32.69521966	-96.87530009	0	5	0.456797	1-HR	1ST
32.69521952	-96.87332511	0	5	0.32186	1-HR	1ST
32.69521935	-96.87135013	0	4	0.146123	1-HR	1ST
32.69521915	-96.86937516	0	4	0.109684	1-HR	1ST
32.69521892	-96.86740018	0	4	0.140057	1-HR	1ST
32.69521865	-96.8654252	0	4	0.0853751	1-HR	1ST
32.69521836	-96.86345022	0	3	0.0396932	1-HR	1ST
32.69521803	-96.86147525	0	2	0.0212477	1-HR	1ST
32.69521767	-96.85950027	0	2	0.0133399	1-HR	1ST
32.69521729	-96.85752529	0	2	0.00919143	1-HR	1ST
32.69521687	-96.85555031	0	1	0.00693339	1-HR	1ST
32.69521642	-96.85357533	0	1	0.00564406	1-HR	1ST
32.69521593	-96.85160036	0	1	0.00479089	1-HR	1ST
32.69521542	-96.84962538	0	1	0.00416909	1-HR	1ST
32.69521488	-96.8476504	0	1	0.00370191	1-HR	1ST
32.6952143	-96.84567542	0	1	0.0033457	1-HR	1ST
32.6968899	-96.8832	0	5	0.401991	1-HR	1ST
32.69688989	-96.88122499	0	5	0.544847	1-HR	1ST
32.69688984	-96.87924997	0	5	0.52316	1-HR	1ST
32.69688977	-96.87727496	0	5	0.460416	1-HR	1ST
32.69688966	-96.87529994	0	5	0.364627	1-HR	1ST
32.69688952	-96.87332493	0	4	0.20591	1-HR	1ST
32.69688935	-96.87134991	0	4	0.133712	1-HR	1ST
32.69688914	-96.8693749	0	4	0.0890449	1-HR	1ST
32.69688891	-96.86739988	0	4	0.120423	1-HR	1ST
32.69688865	-96.86542487	0	3	0.0770443	1-HR	1ST
32.69688835	-96.86344986	0	3	0.0385005	1-HR	1ST
32.69688803	-96.86147484	0	2	0.0209164	1-HR	1ST
32.69688767	-96.85949983	0	2	0.0131343	1-HR	1ST
32.69688728	-96.85752481	0	2	0.00908606	1-HR	1ST
32.69688686	-96.8555498	0	1	0.00685512	1-HR	1ST
32.69688641	-96.85357478	0	1	0.00556309	1-HR	1ST
32.69688593	-96.85159977	0	1	0.00472235	1-HR	1ST
32.69688542	-96.84962476	0	1	0.00411743	1-HR	1ST
32.69688487	-96.84764974	0	1	0.00366302	1-HR	1ST
32.6968843	-96.84567473	0	1	0.00331449	1-HR	1ST
32.6985599	-96.8832	0	5	0.456034	1-HR	1ST
32.69855988	-96.88122495	0	5	0.502086	1-HR	1ST
32.69855984	-96.8792499	0	5	0.459508	1-HR	1ST
32.69855976	-96.87727485	0	5	0.386228	1-HR	1ST
32.69855965	-96.8752998	0	5	0.269022	1-HR	1ST
32.69855951	-96.87332474	0	4	0.165864	1-HR	1ST
32.69855934	-96.87134969	0	4	0.119784	1-HR	1ST
32.69855914	-96.86937464	0	3	0.0780456	1-HR	1ST

RBD Emissions - TOG Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	4	0.10468	1-HR	1ST
32.69855864	-96.86542454	0	3	0.0699307	1-HR	1ST
32.69855835	-96.86344949	0	3	0.0371575	1-HR	1ST
32.69855802	-96.86147444	0	2	0.0206442	1-HR	1ST
32.69855766	-96.85949939	0	2	0.0129695	1-HR	1ST
32.69855727	-96.85752433	0	2	0.00900837	1-HR	1ST
32.69855686	-96.85554928	0	1	0.00679932	1-HR	1ST
32.6985564	-96.85357423	0	1	0.00550752	1-HR	1ST
32.69855592	-96.85159918	0	1	0.00467496	1-HR	1ST
32.69855541	-96.84962413	0	1	0.00408381	1-HR	1ST
32.69855487	-96.84764908	0	1	0.00363723	1-HR	1ST
32.69855429	-96.84567403	0	1	0.00329153	1-HR	1ST
32.70022989	-96.8832	0	5	0.456936	1-HR	1ST
32.70022988	-96.88122491	0	5	0.45232	1-HR	1ST
32.70022983	-96.87924982	0	5	0.397113	1-HR	1ST
32.70022975	-96.87727474	0	5	0.30902	1-HR	1ST
32.70022965	-96.87529965	0	4	0.205008	1-HR	1ST
32.70022951	-96.87332456	0	4	0.148055	1-HR	1ST
32.70022933	-96.87134947	0	4	0.105603	1-HR	1ST
32.70022913	-96.86937438	0	3	0.0722572	1-HR	1ST
32.7002289	-96.8673993	0	4	0.0933106	1-HR	1ST
32.70022864	-96.86542421	0	3	0.0640037	1-HR	1ST
32.70022834	-96.86344912	0	3	0.0357608	1-HR	1ST
32.70022801	-96.86147403	0	2	0.0203925	1-HR	1ST
32.70022766	-96.85949894	0	2	0.0128492	1-HR	1ST
32.70022727	-96.85752386	0	2	0.00895269	1-HR	1ST
32.70022685	-96.85554877	0	1	0.006765	1-HR	1ST
32.7002264	-96.85357368	0	1	0.00547325	1-HR	1ST
32.70022592	-96.85159859	0	1	0.00464489	1-HR	1ST
32.70022541	-96.84962351	0	1	0.00406053	1-HR	1ST
32.70022486	-96.84764842	0	1	0.00361778	1-HR	1ST
32.70022429	-96.84567333	0	1	0.00327385	1-HR	1ST

RBD Emissions - TOG Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.6685	-96.8832	0	0	0.00181622	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00232604	1-HR	1ST
32.66849994	-96.87925122	0	1	0.00297269	1-HR	1ST
32.66849986	-96.87727683	0	1	0.00381862	1-HR	1ST
32.66849975	-96.87530244	0	1	0.00498534	1-HR	1ST
32.66849961	-96.87332805	0	1	0.00674268	1-HR	1ST
32.66849944	-96.87135366	0	2	0.00983639	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0167334	1-HR	1ST
32.66849901	-96.86740488	0	2	0.0242074	1-HR	1ST
32.66849874	-96.86543049	0	2	0.014002	1-HR	1ST
32.66849845	-96.8634561	0	1	0.00767865	1-HR	1ST
32.66849812	-96.86148171	0	1	0.00500731	1-HR	1ST
32.66849776	-96.85950732	0	1	0.00353115	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00258002	1-HR	1ST
32.66849696	-96.85555854	0	0	0.00191491	1-HR	1ST
32.66849651	-96.85358415	0	0	0.00148543	1-HR	1ST
32.66849602	-96.85160976	0	0	0.00148147	1-HR	1ST
32.66849551	-96.84963537	0	0	0.00212696	1-HR	1ST
32.66849497	-96.84766098	0	1	0.00295694	1-HR	1ST
32.66849439	-96.84568659	0	1	0.00325899	1-HR	1ST
32.67016999	-96.8832	0	0	0.00186455	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00238601	1-HR	1ST
32.67016993	-96.87925115	0	1	0.00304952	1-HR	1ST
32.67016985	-96.87727672	0	1	0.00392134	1-HR	1ST
32.67016975	-96.87530229	0	1	0.00512747	1-HR	1ST
32.67016961	-96.87332787	0	1	0.00695308	1-HR	1ST
32.67016944	-96.87135344	0	2	0.0102209	1-HR	1ST
32.67016923	-96.86937901	0	2	0.0180242	1-HR	1ST
32.670169	-96.86740459	0	3	0.0278822	1-HR	1ST
32.67016874	-96.86543016	0	2	0.0150013	1-HR	1ST
32.67016844	-96.86345573	0	1	0.00797047	1-HR	1ST
32.67016812	-96.86148131	0	1	0.00516427	1-HR	1ST
32.67016776	-96.85950688	0	1	0.00363312	1-HR	1ST
32.67016737	-96.85753245	0	1	0.00265153	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00222801	1-HR	1ST
32.6701665	-96.8535836	0	1	0.00267447	1-HR	1ST
32.67016602	-96.85160917	0	1	0.00356957	1-HR	1ST
32.67016551	-96.84963475	0	1	0.00419041	1-HR	1ST
32.67016496	-96.84766032	0	1	0.00435573	1-HR	1ST
32.67016439	-96.84568589	0	1	0.00414666	1-HR	1ST
32.67183999	-96.8832	0	0	0.00191363	1-HR	1ST
32.67183997	-96.88122554	0	0	0.0024464	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00312714	1-HR	1ST
32.67183985	-96.87727661	0	1	0.00402365	1-HR	1ST
32.67183974	-96.87530215	0	1	0.00526734	1-HR	1ST
32.6718396	-96.87332768	0	1	0.0071607	1-HR	1ST

RBD Emissions - TOG Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	2	0.0106211	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0196092	1-HR	1ST
32.67183899	-96.86740429	0	3	0.0335326	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0162111	1-HR	1ST
32.67183844	-96.86345537	0	1	0.00826998	1-HR	1ST
32.67183811	-96.8614809	0	1	0.00531941	1-HR	1ST
32.67183775	-96.85950644	0	1	0.00373585	1-HR	1ST
32.67183736	-96.85753198	0	1	0.00350908	1-HR	1ST
32.67183694	-96.85555751	0	1	0.00474212	1-HR	1ST
32.67183649	-96.85358305	0	1	0.0058972	1-HR	1ST
32.67183601	-96.85160859	0	1	0.00602215	1-HR	1ST
32.6718355	-96.84963412	0	1	0.00559475	1-HR	1ST
32.67183496	-96.84765966	0	1	0.00508211	1-HR	1ST
32.67183438	-96.8456852	0	1	0.00457055	1-HR	1ST
32.67350998	-96.8832	0	0	0.00196333	1-HR	1ST
32.67350997	-96.8812255	0	0	0.00250777	1-HR	1ST
32.67350992	-96.879251	0	1	0.0032051	1-HR	1ST
32.67350984	-96.8772765	0	1	0.00412535	1-HR	1ST
32.67350973	-96.875302	0	1	0.0054053	1-HR	1ST
32.67350959	-96.8733275	0	1	0.0073698	1-HR	1ST
32.67350942	-96.871353	0	2	0.0110553	1-HR	1ST
32.67350922	-96.8693785	0	2	0.0217047	1-HR	1ST
32.67350899	-96.867404	0	3	0.0451249	1-HR	1ST
32.67350873	-96.8654295	0	2	0.0177744	1-HR	1ST
32.67350843	-96.863455	0	2	0.00858999	1-HR	1ST
32.6735081	-96.8614805	0	1	0.00550618	1-HR	1ST
32.67350775	-96.859506	0	1	0.0052746	1-HR	1ST
32.67350736	-96.8575315	0	1	0.00744093	1-HR	1ST
32.67350694	-96.855557	0	2	0.00863847	1-HR	1ST
32.67350649	-96.8535825	0	1	0.00818609	1-HR	1ST
32.67350601	-96.851608	0	1	0.00702783	1-HR	1ST
32.67350549	-96.8496335	0	1	0.00608106	1-HR	1ST
32.67350495	-96.847659	0	1	0.00532729	1-HR	1ST
32.67350438	-96.8456845	0	1	0.00470166	1-HR	1ST
32.67517998	-96.8832	0	0	0.00201364	1-HR	1ST
32.67517996	-96.88122546	0	0	0.00256954	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00328329	1-HR	1ST
32.67517984	-96.87727639	0	1	0.00422623	1-HR	1ST
32.67517973	-96.87530185	0	1	0.00554247	1-HR	1ST
32.67517959	-96.87332732	0	1	0.00758313	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0115246	1-HR	1ST
32.67517922	-96.86937824	0	2	0.0241309	1-HR	1ST
32.67517898	-96.8674037	0	3	0.0653815	1-HR	1ST
32.67517872	-96.86542917	0	2	0.0196431	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0113424	1-HR	1ST
32.6751781	-96.86148009	0	3	0.0294638	1-HR	1ST

RBD Emissions - TOG Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.67517774	-96.85950556	0	2	0.0122327	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0118269	1-HR	1ST
32.67517693	-96.85555648	0	2	0.010532	1-HR	1ST
32.67517648	-96.85358195	0	2	0.00869059	1-HR	1ST
32.675176	-96.85160741	0	1	0.00720403	1-HR	1ST
32.67517549	-96.84963287	0	1	0.00614129	1-HR	1ST
32.67517495	-96.84765834	0	1	0.00532589	1-HR	1ST
32.67517437	-96.8456838	0	1	0.00467445	1-HR	1ST
32.67684997	-96.8832	0	0	0.0020644	1-HR	1ST
32.67684996	-96.88122543	0	0	0.00263187	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00336147	1-HR	1ST
32.67684983	-96.87727628	0	1	0.00432652	1-HR	1ST
32.67684972	-96.87530171	0	1	0.00567932	1-HR	1ST
32.67684958	-96.87332713	0	1	0.00780217	1-HR	1ST
32.67684941	-96.87135256	0	2	0.0120393	1-HR	1ST
32.67684921	-96.86937798	0	3	0.0265882	1-HR	1ST
32.67684898	-96.86740341	0	4	0.214413	1-HR	1ST
32.67684871	-96.86542884	0	2	0.0239853	1-HR	1ST
32.67684842	-96.86345426	0	5	0.503296	1-HR	1ST
32.67684809	-96.86147969	0	4	0.105911	1-HR	1ST
32.67684774	-96.85950512	0	2	0.016688	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0131337	1-HR	1ST
32.67684693	-96.85555597	0	2	0.0104385	1-HR	1ST
32.67684648	-96.8535814	0	2	0.00845054	1-HR	1ST
32.676846	-96.85160682	0	1	0.00703881	1-HR	1ST
32.67684548	-96.84963225	0	1	0.00599837	1-HR	1ST
32.67684494	-96.84765768	0	1	0.00519925	1-HR	1ST
32.67684437	-96.8456831	0	1	0.00456744	1-HR	1ST
32.67851997	-96.8832	0	0	0.00211559	1-HR	1ST
32.67851995	-96.88122539	0	1	0.00269448	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00343943	1-HR	1ST
32.67851983	-96.87727617	0	1	0.00442662	1-HR	1ST
32.67851972	-96.87530156	0	1	0.00581767	1-HR	1ST
32.67851958	-96.87332695	0	1	0.00803371	1-HR	1ST
32.67851941	-96.87135234	0	2	0.0126193	1-HR	1ST
32.67851921	-96.86937773	0	3	0.0547657	1-HR	1ST
32.67851897	-96.86740312	0	5	0.290055	1-HR	1ST
32.67851871	-96.86542851	0	5	0.403197	1-HR	1ST
32.67851841	-96.8634539	0	5	0.340656	1-HR	1ST
32.67851809	-96.86147929	0	3	0.0706147	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0166665	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0124284	1-HR	1ST
32.67851692	-96.85555546	0	2	0.00981069	1-HR	1ST
32.67851647	-96.85358085	0	1	0.00803235	1-HR	1ST
32.67851599	-96.85160624	0	1	0.00674338	1-HR	1ST
32.67851548	-96.84963163	0	1	0.00577222	1-HR	1ST

RBD Emissions - TOG Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.67851493	-96.84765702	0	1	0.00502096	1-HR	1ST
32.67851436	-96.84568241	0	1	0.00442408	1-HR	1ST
32.68018996	-96.8832	0	0	0.00216741	1-HR	1ST
32.68018995	-96.88122535	0	1	0.00275755	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00351748	1-HR	1ST
32.68018982	-96.87727606	0	1	0.00452704	1-HR	1ST
32.68018971	-96.87530141	0	1	0.00595913	1-HR	1ST
32.68018957	-96.87332676	0	1	0.00828421	1-HR	1ST
32.6801894	-96.87135212	0	2	0.024356	1-HR	1ST
32.6801892	-96.86937747	0	4	0.110996	1-HR	1ST
32.68018897	-96.86740282	0	6	1.06655	1-HR	1ST
32.6801887	-96.86542818	0	5	0.304008	1-HR	1ST
32.68018841	-96.86345353	0	4	0.254589	1-HR	1ST
32.68018808	-96.86147888	0	3	0.0515548	1-HR	1ST
32.68018772	-96.85950424	0	2	0.0163768	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0114766	1-HR	1ST
32.68018692	-96.85555494	0	2	0.00918588	1-HR	1ST
32.68018647	-96.85358029	0	1	0.0075946	1-HR	1ST
32.68018598	-96.85160565	0	1	0.00641835	1-HR	1ST
32.68018547	-96.849631	0	1	0.00552318	1-HR	1ST
32.68018493	-96.84765635	0	1	0.00482426	1-HR	1ST
32.68018435	-96.84568171	0	1	0.00426651	1-HR	1ST
32.68185996	-96.8832	0	0	0.00221938	1-HR	1ST
32.68185994	-96.88122532	0	1	0.00282076	1-HR	1ST
32.68185989	-96.87925063	0	1	0.00359549	1-HR	1ST
32.68185982	-96.87727595	0	1	0.00462777	1-HR	1ST
32.68185971	-96.87530126	0	1	0.00610599	1-HR	1ST
32.68185957	-96.87332658	0	2	0.012534	1-HR	1ST
32.6818594	-96.8713519	0	3	0.0781701	1-HR	1ST
32.68185919	-96.86937721	0	6	1.4975	1-HR	1ST
32.68185896	-96.86740253	0	6	1.43815	1-HR	1ST
32.6818587	-96.86542785	0	4	0.255387	1-HR	1ST
32.6818584	-96.86345316	0	4	0.164735	1-HR	1ST
32.68185808	-96.86147848	0	3	0.0404387	1-HR	1ST
32.68185772	-96.85950379	0	2	0.016215	1-HR	1ST
32.68185733	-96.85752911	0	2	0.0107265	1-HR	1ST
32.68185691	-96.85555443	0	2	0.00865219	1-HR	1ST
32.68185646	-96.85357974	0	1	0.00719484	1-HR	1ST
32.68185598	-96.85160506	0	1	0.00610863	1-HR	1ST
32.68185547	-96.84963038	0	1	0.0052802	1-HR	1ST
32.68185492	-96.84765569	0	1	0.00463055	1-HR	1ST
32.68185435	-96.84568101	0	1	0.00410928	1-HR	1ST
32.68352995	-96.8832	0	0	0.00227192	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00288402	1-HR	1ST
32.68352989	-96.87925056	0	1	0.00367341	1-HR	1ST
32.68352981	-96.87727584	0	1	0.00472992	1-HR	1ST

RBD Emissions - TOG Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.6835297	-96.87530112	0	1	0.00764567	1-HR	1ST
32.68352956	-96.8733264	0	3	0.050156	1-HR	1ST
32.68352939	-96.87135168	0	6	1.33647	1-HR	1ST
32.68352919	-96.86937696	0	6	1.15563	1-HR	1ST
32.68352896	-96.86740224	0	6	1.24259	1-HR	1ST
32.68352869	-96.86542752	0	4	0.23107	1-HR	1ST
32.6835284	-96.86345279	0	4	0.107632	1-HR	1ST
32.68352807	-96.86147807	0	3	0.0335044	1-HR	1ST
32.68352771	-96.85950335	0	2	0.0158873	1-HR	1ST
32.68352732	-96.85752863	0	2	0.0102249	1-HR	1ST
32.68352691	-96.85555391	0	1	0.00821013	1-HR	1ST
32.68352646	-96.85357919	0	1	0.00684861	1-HR	1ST
32.68352597	-96.85160447	0	1	0.00582936	1-HR	1ST
32.68352546	-96.84962975	0	1	0.00505229	1-HR	1ST
32.68352492	-96.84765503	0	1	0.00444431	1-HR	1ST
32.68352434	-96.84568031	0	1	0.00395612	1-HR	1ST
32.68519994	-96.8832	0	0	0.00232458	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00294717	1-HR	1ST
32.68519988	-96.87925049	0	1	0.00375162	1-HR	1ST
32.6851998	-96.87727573	0	1	0.00522602	1-HR	1ST
32.6851997	-96.87530097	0	3	0.0363842	1-HR	1ST
32.68519956	-96.87332621	0	6	1.02232	1-HR	1ST
32.68519939	-96.87135146	0	6	1.17968	1-HR	1ST
32.68519918	-96.8693767	0	6	0.885666	1-HR	1ST
32.68519895	-96.86740194	0	6	1.01211	1-HR	1ST
32.68519869	-96.86542718	0	4	0.194238	1-HR	1ST
32.68519839	-96.86345243	0	3	0.0736845	1-HR	1ST
32.68519806	-96.86147767	0	3	0.02896	1-HR	1ST
32.68519771	-96.85950291	0	2	0.0153969	1-HR	1ST
32.68519732	-96.85752816	0	2	0.00987033	1-HR	1ST
32.6851969	-96.8555534	0	1	0.00784863	1-HR	1ST
32.68519645	-96.85357864	0	1	0.00655461	1-HR	1ST
32.68519597	-96.85160388	0	1	0.00558578	1-HR	1ST
32.68519546	-96.84962913	0	1	0.00484927	1-HR	1ST
32.68519491	-96.84765437	0	1	0.00427557	1-HR	1ST
32.68519434	-96.84567961	0	1	0.00381575	1-HR	1ST
32.68686994	-96.8832	0	0	0.00237722	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00301041	1-HR	1ST
32.68686988	-96.87925041	0	1	0.00383065	1-HR	1ST
32.6868698	-96.87727562	0	3	0.0301667	1-HR	1ST
32.68686969	-96.87530082	0	5	0.683547	1-HR	1ST
32.68686955	-96.87332603	0	6	1.05528	1-HR	1ST
32.68686938	-96.87135124	0	6	0.851029	1-HR	1ST
32.68686918	-96.86937644	0	6	0.871475	1-HR	1ST
32.68686894	-96.86740165	0	6	1.15153	1-HR	1ST
32.68686868	-96.86542685	0	4	0.157887	1-HR	1ST

RBD Emissions - TOG Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.68686839	-96.86345206	0	3	0.0529175	1-HR	1ST
32.68686806	-96.86147727	0	2	0.0259002	1-HR	1ST
32.6868677	-96.85950247	0	2	0.014852	1-HR	1ST
32.68686731	-96.85752768	0	2	0.00962289	1-HR	1ST
32.68686689	-96.85555288	0	1	0.00754781	1-HR	1ST
32.68686644	-96.85357809	0	1	0.00629732	1-HR	1ST
32.68686596	-96.8516033	0	1	0.00537107	1-HR	1ST
32.68686545	-96.8496285	0	1	0.00466576	1-HR	1ST
32.68686491	-96.84765371	0	1	0.0041211	1-HR	1ST
32.68686433	-96.84567892	0	1	0.00368813	1-HR	1ST
32.68853993	-96.8832	0	0	0.00243009	1-HR	1ST
32.68853992	-96.88122517	0	1	0.00307404	1-HR	1ST
32.68853987	-96.87925034	0	3	0.036193	1-HR	1ST
32.68853979	-96.87727551	0	5	0.680948	1-HR	1ST
32.68853968	-96.87530068	0	6	0.865659	1-HR	1ST
32.68853954	-96.87332585	0	6	0.852147	1-HR	1ST
32.68853937	-96.87135102	0	5	0.63348	1-HR	1ST
32.68853917	-96.86937618	0	6	0.843752	1-HR	1ST
32.68853894	-96.86740135	0	5	0.690059	1-HR	1ST
32.68853867	-96.86542652	0	4	0.127238	1-HR	1ST
32.68853838	-96.86345169	0	3	0.0411033	1-HR	1ST
32.68853805	-96.86147686	0	2	0.0238499	1-HR	1ST
32.6885377	-96.85950203	0	2	0.0143434	1-HR	1ST
32.68853731	-96.8575272	0	2	0.00943184	1-HR	1ST
32.68853689	-96.85555237	0	1	0.00730563	1-HR	1ST
32.68853644	-96.85357754	0	1	0.00607884	1-HR	1ST
32.68853596	-96.85160271	0	1	0.00518487	1-HR	1ST
32.68853544	-96.84962788	0	1	0.00450759	1-HR	1ST
32.6885349	-96.84765305	0	1	0.00398643	1-HR	1ST
32.68853433	-96.84567822	0	1	0.00357626	1-HR	1ST
32.69020993	-96.8832	0	0	0.00248317	1-HR	1ST
32.69020991	-96.88122513	0	3	0.0293797	1-HR	1ST
32.69020987	-96.87925026	0	5	0.831744	1-HR	1ST
32.69020979	-96.8772754	0	5	0.689788	1-HR	1ST
32.69020968	-96.87530053	0	5	0.785065	1-HR	1ST
32.69020954	-96.87332566	0	5	0.668747	1-HR	1ST
32.69020937	-96.87135079	0	5	0.611918	1-HR	1ST
32.69020917	-96.86937593	0	5	0.828835	1-HR	1ST
32.69020893	-96.86740106	0	5	0.440526	1-HR	1ST
32.69020867	-96.86542619	0	4	0.115244	1-HR	1ST
32.69020837	-96.86345133	0	3	0.0402401	1-HR	1ST
32.69020805	-96.86147646	0	2	0.0224701	1-HR	1ST
32.69020769	-96.85950159	0	2	0.0138775	1-HR	1ST
32.6902073	-96.85752672	0	2	0.00927048	1-HR	1ST
32.69020688	-96.85555186	0	1	0.00711131	1-HR	1ST
32.69020643	-96.85357699	0	1	0.00588682	1-HR	1ST

RBD Emissions - TOG Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.69020595	-96.85160212	0	1	0.00502137	1-HR	1ST
32.69020544	-96.84962725	0	1	0.00436979	1-HR	1ST
32.6902049	-96.84765239	0	1	0.00387229	1-HR	1ST
32.69020432	-96.84567752	0	1	0.00348303	1-HR	1ST
32.69187992	-96.8832	0	2	0.0201886	1-HR	1ST
32.69187991	-96.8812251	0	5	0.287921	1-HR	1ST
32.69187986	-96.87925019	0	5	0.765187	1-HR	1ST
32.69187978	-96.87727529	0	5	0.678354	1-HR	1ST
32.69187967	-96.87530038	0	5	0.664387	1-HR	1ST
32.69187953	-96.87332548	0	5	0.541726	1-HR	1ST
32.69187936	-96.87135057	0	5	0.60862	1-HR	1ST
32.69187916	-96.86937567	0	5	0.753658	1-HR	1ST
32.69187893	-96.86740077	0	5	0.31326	1-HR	1ST
32.69187866	-96.86542586	0	4	0.104788	1-HR	1ST
32.69187837	-96.86345096	0	3	0.0397939	1-HR	1ST
32.69187804	-96.86147605	0	2	0.0215304	1-HR	1ST
32.69187769	-96.85950115	0	2	0.0134764	1-HR	1ST
32.6918773	-96.85752625	0	2	0.00913433	1-HR	1ST
32.69187688	-96.85555134	0	1	0.00695513	1-HR	1ST
32.69187643	-96.85357644	0	1	0.00573036	1-HR	1ST
32.69187595	-96.85160153	0	1	0.00488422	1-HR	1ST
32.69187543	-96.84962663	0	1	0.00425502	1-HR	1ST
32.69187489	-96.84765173	0	1	0.00377732	1-HR	1ST
32.69187431	-96.84567682	0	1	0.00340603	1-HR	1ST
32.69354992	-96.8832	0	4	0.1382	1-HR	1ST
32.6935499	-96.88122506	0	5	0.600201	1-HR	1ST
32.69354985	-96.87925012	0	5	0.623961	1-HR	1ST
32.69354978	-96.87727518	0	5	0.621679	1-HR	1ST
32.69354967	-96.87530024	0	5	0.554118	1-HR	1ST
32.69354953	-96.87332529	0	5	0.44844	1-HR	1ST
32.69354936	-96.87135035	0	5	0.604975	1-HR	1ST
32.69354916	-96.86937541	0	5	0.6286	1-HR	1ST
32.69354892	-96.86740047	0	4	0.235363	1-HR	1ST
32.69354866	-96.86542553	0	4	0.0942875	1-HR	1ST
32.69354836	-96.86345059	0	3	0.0393477	1-HR	1ST
32.69354804	-96.86147565	0	2	0.0209274	1-HR	1ST
32.69354768	-96.85950071	0	2	0.013162	1-HR	1ST
32.69354729	-96.85752577	0	2	0.00900764	1-HR	1ST
32.69354687	-96.85555083	0	1	0.00682693	1-HR	1ST
32.69354642	-96.85357589	0	1	0.0055979	1-HR	1ST
32.69354594	-96.85160095	0	1	0.00477363	1-HR	1ST
32.69354543	-96.849626	0	1	0.0041639	1-HR	1ST
32.69354488	-96.84765106	0	1	0.00370409	1-HR	1ST
32.69354431	-96.84567612	0	1	0.00334726	1-HR	1ST
32.69521991	-96.8832	0	5	0.351475	1-HR	1ST
32.6952199	-96.88122502	0	5	0.596675	1-HR	1ST

RBD Emissions - TOG Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.69521985	-96.87925004	0	5	0.571265	1-HR	1ST
32.69521977	-96.87727507	0	5	0.545995	1-HR	1ST
32.69521966	-96.87530009	0	5	0.457833	1-HR	1ST
32.69521952	-96.87332511	0	5	0.452961	1-HR	1ST
32.69521935	-96.87135013	0	5	0.585543	1-HR	1ST
32.69521915	-96.86937516	0	5	0.504769	1-HR	1ST
32.69521892	-96.86740018	0	4	0.183062	1-HR	1ST
32.69521865	-96.8654252	0	4	0.0848543	1-HR	1ST
32.69521836	-96.86345022	0	3	0.0386701	1-HR	1ST
32.69521803	-96.86147525	0	2	0.0205227	1-HR	1ST
32.69521767	-96.85950027	0	2	0.0128804	1-HR	1ST
32.69521729	-96.85752529	0	2	0.00889246	1-HR	1ST
32.69521687	-96.85555031	0	1	0.00673146	1-HR	1ST
32.69521642	-96.85357533	0	1	0.00549857	1-HR	1ST
32.69521593	-96.85160036	0	1	0.00468468	1-HR	1ST
32.69521542	-96.84962538	0	1	0.00409444	1-HR	1ST
32.69521488	-96.8476504	0	1	0.00364939	1-HR	1ST
32.6952143	-96.84567542	0	1	0.00330356	1-HR	1ST
32.6968899	-96.8832	0	5	0.469101	1-HR	1ST
32.69688989	-96.88122499	0	5	0.542484	1-HR	1ST
32.69688984	-96.87924997	0	5	0.520887	1-HR	1ST
32.69688977	-96.87727496	0	5	0.467586	1-HR	1ST
32.69688966	-96.87529994	0	5	0.360233	1-HR	1ST
32.69688952	-96.87332493	0	5	0.456409	1-HR	1ST
32.69688935	-96.87134991	0	5	0.545223	1-HR	1ST
32.69688914	-96.8693749	0	5	0.402505	1-HR	1ST
32.69688891	-96.86739988	0	4	0.145982	1-HR	1ST
32.69688865	-96.86542487	0	3	0.0767655	1-HR	1ST
32.69688835	-96.86344986	0	3	0.0376746	1-HR	1ST
32.69688803	-96.86147484	0	2	0.0202611	1-HR	1ST
32.69688767	-96.85949983	0	2	0.0127009	1-HR	1ST
32.69688728	-96.85752481	0	2	0.00880003	1-HR	1ST
32.69688686	-96.8555498	0	1	0.0066602	1-HR	1ST
32.69688641	-96.85357478	0	1	0.00542382	1-HR	1ST
32.69688593	-96.85159977	0	1	0.00462082	1-HR	1ST
32.69688542	-96.84962476	0	1	0.0040442	1-HR	1ST
32.69688487	-96.84764974	0	1	0.00360918	1-HR	1ST
32.6968843	-96.84567473	0	1	0.0032709	1-HR	1ST
32.6985599	-96.8832	0	5	0.48698	1-HR	1ST
32.69855988	-96.88122495	0	5	0.496255	1-HR	1ST
32.69855984	-96.8792499	0	5	0.46316	1-HR	1ST
32.69855976	-96.87727485	0	5	0.387431	1-HR	1ST
32.69855965	-96.8752998	0	5	0.345989	1-HR	1ST
32.69855951	-96.87332474	0	5	0.454436	1-HR	1ST
32.69855934	-96.87134969	0	5	0.492227	1-HR	1ST
32.69855914	-96.86937464	0	5	0.322843	1-HR	1ST

RBD Emissions - TOG Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	TOG (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	4	0.118394	1-HR	1ST
32.69855864	-96.86542454	0	3	0.0698248	1-HR	1ST
32.69855835	-96.86344949	0	3	0.0365063	1-HR	1ST
32.69855802	-96.86147444	0	2	0.0200574	1-HR	1ST
32.69855766	-96.85949939	0	2	0.0125628	1-HR	1ST
32.69855727	-96.85752433	0	2	0.00873429	1-HR	1ST
32.69855686	-96.85554928	0	1	0.0066115	1-HR	1ST
32.6985564	-96.85357423	0	1	0.00537422	1-HR	1ST
32.69855592	-96.85159918	0	1	0.00457718	1-HR	1ST
32.69855541	-96.84962413	0	1	0.00401217	1-HR	1ST
32.69855487	-96.84764908	0	1	0.00358288	1-HR	1ST
32.69855429	-96.84567403	0	1	0.00324638	1-HR	1ST
32.70022989	-96.8832	0	5	0.466601	1-HR	1ST
32.70022988	-96.88122491	0	5	0.450931	1-HR	1ST
32.70022983	-96.87924982	0	5	0.399918	1-HR	1ST
32.70022975	-96.87727474	0	5	0.306602	1-HR	1ST
32.70022965	-96.87529965	0	5	0.353585	1-HR	1ST
32.70022951	-96.87332456	0	5	0.443532	1-HR	1ST
32.70022933	-96.87134947	0	5	0.435013	1-HR	1ST
32.70022913	-96.86937438	0	4	0.2617	1-HR	1ST
32.7002289	-96.8673993	0	4	0.0972184	1-HR	1ST
32.70022864	-96.86542421	0	3	0.0639988	1-HR	1ST
32.70022834	-96.86344912	0	3	0.0352421	1-HR	1ST
32.70022801	-96.86147403	0	2	0.0198727	1-HR	1ST
32.70022766	-96.85949894	0	2	0.0124721	1-HR	1ST
32.70022727	-96.85752386	0	2	0.0086932	1-HR	1ST
32.70022685	-96.85554877	0	1	0.00658553	1-HR	1ST
32.7002264	-96.85357368	0	1	0.00534573	1-HR	1ST
32.70022592	-96.85159859	0	1	0.00455174	1-HR	1ST
32.70022541	-96.84962351	0	1	0.00399019	1-HR	1ST
32.70022486	-96.84764842	0	1	0.00356309	1-HR	1ST
32.70022429	-96.84567333	0	1	0.00322746	1-HR	1ST

RBD Emissions - VOC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.6685	-96.8832	0	0	0.00177422	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00227166	1-HR	1ST
32.66849994	-96.87925122	0	1	0.00290183	1-HR	1ST
32.66849986	-96.87727683	0	1	0.00372488	1-HR	1ST
32.66849975	-96.87530244	0	1	0.00485804	1-HR	1ST
32.66849961	-96.87332805	0	1	0.0065623	1-HR	1ST
32.66849944	-96.87135366	0	2	0.00955989	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0162411	1-HR	1ST
32.66849901	-96.86740488	0	2	0.0234813	1-HR	1ST
32.66849874	-96.86543049	0	2	0.0135933	1-HR	1ST
32.66849845	-96.8634561	0	1	0.00746605	1-HR	1ST
32.66849812	-96.86148171	0	1	0.00487589	1-HR	1ST
32.66849776	-96.85950732	0	1	0.00344272	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00251772	1-HR	1ST
32.66849696	-96.85555854	0	0	0.00186983	1-HR	1ST
32.66849651	-96.85358415	0	0	0.00153007	1-HR	1ST
32.66849602	-96.85160976	0	0	0.00191899	1-HR	1ST
32.66849551	-96.84963537	0	1	0.00290775	1-HR	1ST
32.66849497	-96.84766098	0	1	0.00345784	1-HR	1ST
32.66849439	-96.84568659	0	1	0.00354578	1-HR	1ST
32.67016999	-96.8832	0	0	0.0018213	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00232992	1-HR	1ST
32.67016993	-96.87925115	0	1	0.00297627	1-HR	1ST
32.67016985	-96.87727672	0	1	0.00382416	1-HR	1ST
32.67016975	-96.87530229	0	1	0.00499521	1-HR	1ST
32.67016961	-96.87332787	0	1	0.00676533	1-HR	1ST
32.67016944	-96.87135344	0	2	0.00993166	1-HR	1ST
32.67016923	-96.86937901	0	2	0.0174932	1-HR	1ST
32.670169	-96.86740459	0	3	0.0270477	1-HR	1ST
32.67016874	-96.86543016	0	2	0.0145623	1-HR	1ST
32.67016844	-96.86345573	0	1	0.0077481	1-HR	1ST
32.67016812	-96.86148131	0	1	0.00502743	1-HR	1ST
32.67016776	-96.85950688	0	1	0.00354125	1-HR	1ST
32.67016737	-96.85753245	0	0	0.00258752	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00223046	1-HR	1ST
32.6701665	-96.8535836	0	1	0.0030872	1-HR	1ST
32.67016602	-96.85160917	0	1	0.00452507	1-HR	1ST
32.67016551	-96.84963475	0	1	0.00510506	1-HR	1ST
32.67016496	-96.84766032	0	1	0.00480235	1-HR	1ST
32.67016439	-96.84568589	0	1	0.00438181	1-HR	1ST
32.67183999	-96.8832	0	0	0.00186907	1-HR	1ST
32.67183997	-96.88122554	0	0	0.00238856	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00305143	1-HR	1ST
32.67183985	-96.87727661	0	1	0.003923	1-HR	1ST
32.67183974	-96.87530215	0	1	0.00513016	1-HR	1ST
32.6718396	-96.87332768	0	1	0.00696571	1-HR	1ST

RBD Emissions - VOC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	2	0.0103193	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0190356	1-HR	1ST
32.67183899	-96.86740429	0	3	0.0325675	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0157388	1-HR	1ST
32.67183844	-96.86345537	0	1	0.00803794	1-HR	1ST
32.67183811	-96.8614809	0	1	0.00517721	1-HR	1ST
32.67183775	-96.85950644	0	1	0.00369056	1-HR	1ST
32.67183736	-96.85753198	0	1	0.00413407	1-HR	1ST
32.67183694	-96.85555751	0	1	0.00528434	1-HR	1ST
32.67183649	-96.85358305	0	1	0.0065518	1-HR	1ST
32.67183601	-96.85160859	0	1	0.00682669	1-HR	1ST
32.6718355	-96.84963412	0	1	0.00614939	1-HR	1ST
32.67183496	-96.84765966	0	1	0.0053704	1-HR	1ST
32.67183438	-96.8456852	0	1	0.00472175	1-HR	1ST
32.67350998	-96.8832	0	0	0.0019174	1-HR	1ST
32.67350997	-96.8812255	0	0	0.0024481	1-HR	1ST
32.67350992	-96.879251	0	1	0.00312687	1-HR	1ST
32.67350984	-96.8772765	0	1	0.00402121	1-HR	1ST
32.67350973	-96.875302	0	1	0.00526325	1-HR	1ST
32.67350959	-96.8733275	0	1	0.00716771	1-HR	1ST
32.67350942	-96.871353	0	2	0.0107409	1-HR	1ST
32.67350922	-96.8693785	0	2	0.0210833	1-HR	1ST
32.67350899	-96.867404	0	3	0.0439313	1-HR	1ST
32.67350873	-96.8654295	0	2	0.0172655	1-HR	1ST
32.67350843	-96.863455	0	2	0.00834829	1-HR	1ST
32.6735081	-96.8614805	0	1	0.00644481	1-HR	1ST
32.67350775	-96.859506	0	2	0.00861382	1-HR	1ST
32.67350736	-96.8575315	0	2	0.00995309	1-HR	1ST
32.67350694	-96.855557	0	2	0.00979422	1-HR	1ST
32.67350649	-96.8535825	0	2	0.00867257	1-HR	1ST
32.67350601	-96.851608	0	1	0.00751648	1-HR	1ST
32.67350549	-96.8496335	0	1	0.00639879	1-HR	1ST
32.67350495	-96.847659	0	1	0.00550213	1-HR	1ST
32.67350438	-96.8456845	0	1	0.00478937	1-HR	1ST
32.67517998	-96.8832	0	0	0.00196631	1-HR	1ST
32.67517996	-96.88122546	0	0	0.002508	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00320251	1-HR	1ST
32.67517984	-96.87727639	0	1	0.0041186	1-HR	1ST
32.67517973	-96.87530185	0	1	0.0053956	1-HR	1ST
32.67517959	-96.87332732	0	1	0.00737403	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0111974	1-HR	1ST
32.67517922	-96.86937824	0	2	0.023455	1-HR	1ST
32.67517898	-96.8674037	0	3	0.0638673	1-HR	1ST
32.67517872	-96.86542917	0	2	0.0190922	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0118261	1-HR	1ST
32.6751781	-96.86148009	0	3	0.0339453	1-HR	1ST

RBD Emissions - VOC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.67517774	-96.85950556	0	2	0.0158766	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0139534	1-HR	1ST
32.67517693	-96.85555648	0	2	0.0112046	1-HR	1ST
32.67517648	-96.85358195	0	2	0.00892635	1-HR	1ST
32.675176	-96.85160741	0	1	0.00743664	1-HR	1ST
32.67517549	-96.84963287	0	1	0.00630233	1-HR	1ST
32.67517495	-96.84765834	0	1	0.00541471	1-HR	1ST
32.67517437	-96.8456838	0	1	0.00471383	1-HR	1ST
32.67684997	-96.8832	0	0	0.00201563	1-HR	1ST
32.67684996	-96.88122543	0	0	0.00256841	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00327809	1-HR	1ST
32.67684983	-96.87727628	0	1	0.0042154	1-HR	1ST
32.67684972	-96.87530171	0	1	0.00552769	1-HR	1ST
32.67684958	-96.87332713	0	1	0.00758614	1-HR	1ST
32.67684941	-96.87135256	0	2	0.0116985	1-HR	1ST
32.67684921	-96.86937798	0	3	0.025849	1-HR	1ST
32.67684898	-96.86740341	0	4	0.20891	1-HR	1ST
32.67684871	-96.86542884	0	2	0.0222298	1-HR	1ST
32.67684842	-96.86345426	0	5	0.481822	1-HR	1ST
32.67684809	-96.86147969	0	4	0.107935	1-HR	1ST
32.67684774	-96.85950512	0	2	0.01855	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0141293	1-HR	1ST
32.67684693	-96.85555597	0	2	0.0107667	1-HR	1ST
32.67684648	-96.8535814	0	2	0.00854978	1-HR	1ST
32.676846	-96.85160682	0	1	0.00712234	1-HR	1ST
32.67684548	-96.84963225	0	1	0.00605991	1-HR	1ST
32.67684494	-96.84765768	0	1	0.00522849	1-HR	1ST
32.67684437	-96.8456831	0	1	0.00457131	1-HR	1ST
32.67851997	-96.8832	0	0	0.00206534	1-HR	1ST
32.67851995	-96.88122539	0	0	0.00262906	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00335345	1-HR	1ST
32.67851983	-96.87727617	0	1	0.00431202	1-HR	1ST
32.67851972	-96.87530156	0	1	0.00566133	1-HR	1ST
32.67851958	-96.87332695	0	1	0.00781058	1-HR	1ST
32.67851941	-96.87135234	0	2	0.0122631	1-HR	1ST
32.67851921	-96.86937773	0	3	0.0470493	1-HR	1ST
32.67851897	-96.86740312	0	5	0.282799	1-HR	1ST
32.67851871	-96.86542851	0	5	0.565936	1-HR	1ST
32.67851841	-96.8634539	0	4	0.132532	1-HR	1ST
32.67851809	-96.86147929	0	3	0.0709322	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0175938	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0129082	1-HR	1ST
32.67851692	-96.85555546	0	2	0.00998944	1-HR	1ST
32.67851647	-96.85358085	0	1	0.00806947	1-HR	1ST
32.67851599	-96.85160624	0	1	0.00675074	1-HR	1ST
32.67851548	-96.84963163	0	1	0.00577259	1-HR	1ST

RBD Emissions - VOC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.67851493	-96.84765702	0	1	0.00501003	1-HR	1ST
32.67851436	-96.84568241	0	1	0.00440249	1-HR	1ST
32.68018996	-96.8832	0	0	0.00211564	1-HR	1ST
32.68018995	-96.88122535	0	1	0.00269013	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00342887	1-HR	1ST
32.68018982	-96.87727606	0	1	0.00440896	1-HR	1ST
32.68018971	-96.87530141	0	1	0.00579806	1-HR	1ST
32.68018957	-96.87332676	0	1	0.00805347	1-HR	1ST
32.6801894	-96.87135212	0	2	0.0210831	1-HR	1ST
32.6801892	-96.86937747	0	4	0.0949758	1-HR	1ST
32.68018897	-96.86740282	0	6	1.32506	1-HR	1ST
32.6801887	-96.86542818	0	5	0.33039	1-HR	1ST
32.68018841	-96.86345353	0	4	0.0897088	1-HR	1ST
32.68018808	-96.86147888	0	3	0.0515391	1-HR	1ST
32.68018772	-96.85950424	0	2	0.0168804	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0117684	1-HR	1ST
32.68018692	-96.85555494	0	2	0.00930926	1-HR	1ST
32.68018647	-96.85358029	0	1	0.00761356	1-HR	1ST
32.68018598	-96.85160565	0	1	0.00639424	1-HR	1ST
32.68018547	-96.849631	0	1	0.00548872	1-HR	1ST
32.68018493	-96.84765635	0	1	0.00478708	1-HR	1ST
32.68018435	-96.84568171	0	1	0.00422701	1-HR	1ST
32.68185996	-96.8832	0	0	0.00216605	1-HR	1ST
32.68185994	-96.88122532	0	1	0.00275131	1-HR	1ST
32.68185989	-96.87925063	0	1	0.00350424	1-HR	1ST
32.68185982	-96.87727595	0	1	0.00450625	1-HR	1ST
32.68185971	-96.87530126	0	1	0.00594008	1-HR	1ST
32.68185957	-96.87332658	0	2	0.0108565	1-HR	1ST
32.6818594	-96.8713519	0	3	0.0685286	1-HR	1ST
32.68185919	-96.86937721	0	6	1.2201	1-HR	1ST
32.68185896	-96.86740253	0	6	0.76151	1-HR	1ST
32.6818587	-96.86542785	0	4	0.134836	1-HR	1ST
32.6818584	-96.86345316	0	3	0.0675255	1-HR	1ST
32.68185808	-96.86147848	0	3	0.0404653	1-HR	1ST
32.68185772	-96.85950379	0	2	0.0165245	1-HR	1ST
32.68185733	-96.85752911	0	2	0.0109417	1-HR	1ST
32.68185691	-96.85555443	0	2	0.00875553	1-HR	1ST
32.68185646	-96.85357974	0	1	0.00721586	1-HR	1ST
32.68185598	-96.85160506	0	1	0.00607824	1-HR	1ST
32.68185547	-96.84963038	0	1	0.00522884	1-HR	1ST
32.68185492	-96.84765569	0	1	0.00457634	1-HR	1ST
32.68185435	-96.84568101	0	1	0.00405692	1-HR	1ST
32.68352995	-96.8832	0	0	0.002217	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00281252	1-HR	1ST
32.68352989	-96.87925056	0	1	0.00357953	1-HR	1ST
32.68352981	-96.87727584	0	1	0.00460491	1-HR	1ST

RBD Emissions - VOC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.6835297	-96.87530112	0	1	0.00662136	1-HR	1ST
32.68352956	-96.8733264	0	3	0.0445425	1-HR	1ST
32.68352939	-96.87135168	0	6	1.07574	1-HR	1ST
32.68352919	-96.86937696	0	6	1.24275	1-HR	1ST
32.68352896	-96.86740224	0	5	0.646459	1-HR	1ST
32.68352869	-96.86542752	0	4	0.123616	1-HR	1ST
32.6835284	-96.86345279	0	3	0.0549398	1-HR	1ST
32.68352807	-96.86147807	0	3	0.0336081	1-HR	1ST
32.68352771	-96.85950335	0	2	0.0160674	1-HR	1ST
32.68352732	-96.85752863	0	2	0.0103751	1-HR	1ST
32.68352691	-96.85555391	0	1	0.00829364	1-HR	1ST
32.68352646	-96.85357919	0	1	0.00687399	1-HR	1ST
32.68352597	-96.85160447	0	1	0.00580308	1-HR	1ST
32.68352546	-96.84962975	0	1	0.0049962	1-HR	1ST
32.68352492	-96.84765503	0	1	0.00438132	1-HR	1ST
32.68352434	-96.84568031	0	1	0.00389562	1-HR	1ST
32.68519994	-96.8832	0	0	0.00226804	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00287361	1-HR	1ST
32.68519988	-96.87925049	0	1	0.00365508	1-HR	1ST
32.6851998	-96.87727573	0	1	0.00470574	1-HR	1ST
32.6851997	-96.87530097	0	3	0.0314789	1-HR	1ST
32.68519956	-96.87332621	0	6	1.17139	1-HR	1ST
32.68519939	-96.87135146	0	6	0.943032	1-HR	1ST
32.68519918	-96.8693767	0	6	0.824402	1-HR	1ST
32.68519895	-96.86740194	0	5	0.542094	1-HR	1ST
32.68519869	-96.86542718	0	4	0.124172	1-HR	1ST
32.68519839	-96.86345243	0	3	0.0478463	1-HR	1ST
32.68519806	-96.86147767	0	3	0.0291744	1-HR	1ST
32.68519771	-96.85950291	0	2	0.0155212	1-HR	1ST
32.68519732	-96.85752816	0	2	0.00997018	1-HR	1ST
32.6851969	-96.8555534	0	1	0.00790513	1-HR	1ST
32.68519645	-96.85357864	0	1	0.00657342	1-HR	1ST
32.68519597	-96.85160388	0	1	0.00556162	1-HR	1ST
32.68519546	-96.84962913	0	1	0.00479292	1-HR	1ST
32.68519491	-96.84765437	0	1	0.00420844	1-HR	1ST
32.68519434	-96.84567961	0	1	0.00375014	1-HR	1ST
32.68686994	-96.8832	0	0	0.00231905	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00293478	1-HR	1ST
32.68686988	-96.87925041	0	1	0.00373144	1-HR	1ST
32.6868698	-96.87727562	0	2	0.0254411	1-HR	1ST
32.68686969	-96.87530082	0	6	0.901843	1-HR	1ST
32.68686955	-96.87332603	0	6	0.959869	1-HR	1ST
32.68686938	-96.87135124	0	6	0.823635	1-HR	1ST
32.68686918	-96.86937644	0	5	0.560489	1-HR	1ST
32.68686894	-96.86740165	0	5	0.537457	1-HR	1ST
32.68686868	-96.86542685	0	4	0.12398	1-HR	1ST

RBD Emissions - VOC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC ($\mu\text{g}/\text{m}^3$)	Average	Rank
32.68686839	-96.86345206	0	3	0.0439947	1-HR	1ST
32.68686806	-96.86147727	0	3	0.026195	1-HR	1ST
32.6868677	-96.85950247	0	2	0.0149763	1-HR	1ST
32.68686731	-96.85752768	0	2	0.00970213	1-HR	1ST
32.68686689	-96.85555288	0	1	0.00758956	1-HR	1ST
32.68686644	-96.85357809	0	1	0.00630983	1-HR	1ST
32.68686596	-96.8516033	0	1	0.00534692	1-HR	1ST
32.68686545	-96.8496285	0	1	0.00461055	1-HR	1ST
32.68686491	-96.84765371	0	1	0.00405246	1-HR	1ST
32.68686433	-96.84567892	0	1	0.00362018	1-HR	1ST
32.68853993	-96.8832	0	0	0.00237027	1-HR	1ST
32.68853992	-96.88122517	0	1	0.00299631	1-HR	1ST
32.68853987	-96.87925034	0	3	0.0296703	1-HR	1ST
32.68853979	-96.87727551	0	6	1.03058	1-HR	1ST
32.68853968	-96.87530068	0	6	0.918654	1-HR	1ST
32.68853954	-96.87332585	0	6	0.758173	1-HR	1ST
32.68853937	-96.87135102	0	5	0.642398	1-HR	1ST
32.68853917	-96.86937618	0	5	0.517694	1-HR	1ST
32.68853894	-96.86740135	0	5	0.362545	1-HR	1ST
32.68853867	-96.86542652	0	4	0.121494	1-HR	1ST
32.68853838	-96.86345169	0	3	0.0420143	1-HR	1ST
32.68853805	-96.86147686	0	2	0.0241604	1-HR	1ST
32.6885377	-96.85950203	0	2	0.0144732	1-HR	1ST
32.68853731	-96.8575272	0	2	0.00949997	1-HR	1ST
32.68853689	-96.85555237	0	1	0.00733666	1-HR	1ST
32.68853644	-96.85357754	0	1	0.00608561	1-HR	1ST
32.68853596	-96.85160271	0	1	0.00516096	1-HR	1ST
32.68853544	-96.84962788	0	1	0.00445439	1-HR	1ST
32.6885349	-96.84765305	0	1	0.00391848	1-HR	1ST
32.68853433	-96.84567822	0	1	0.00350744	1-HR	1ST
32.69020993	-96.8832	0	0	0.00242167	1-HR	1ST
32.69020991	-96.88122513	0	3	0.0297103	1-HR	1ST
32.69020987	-96.87925026	0	5	0.36576	1-HR	1ST
32.69020979	-96.8772754	0	6	0.845066	1-HR	1ST
32.69020968	-96.87530053	0	5	0.743714	1-HR	1ST
32.69020954	-96.87332566	0	5	0.63308	1-HR	1ST
32.69020937	-96.87135079	0	5	0.527014	1-HR	1ST
32.69020917	-96.86937593	0	5	0.272535	1-HR	1ST
32.69020893	-96.86740106	0	5	0.259815	1-HR	1ST
32.69020867	-96.86542619	0	4	0.114997	1-HR	1ST
32.69020837	-96.86345133	0	3	0.0409248	1-HR	1ST
32.69020805	-96.86147646	0	2	0.0227476	1-HR	1ST
32.69020769	-96.85950159	0	2	0.0140001	1-HR	1ST
32.6902073	-96.85752672	0	2	0.00933046	1-HR	1ST
32.69020688	-96.85555186	0	1	0.00713461	1-HR	1ST
32.69020643	-96.85357699	0	1	0.00588799	1-HR	1ST

RBD Emissions - VOC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.69020595	-96.85160212	0	1	0.00499664	1-HR	1ST
32.69020544	-96.84962725	0	1	0.00431894	1-HR	1ST
32.6902049	-96.84765239	0	1	0.00380672	1-HR	1ST
32.69020432	-96.84567752	0	1	0.00341569	1-HR	1ST
32.69187992	-96.8832	0	2	0.0196646	1-HR	1ST
32.69187991	-96.8812251	0	4	0.192867	1-HR	1ST
32.69187986	-96.87925019	0	5	0.703334	1-HR	1ST
32.69187978	-96.87727529	0	5	0.7041	1-HR	1ST
32.69187967	-96.87530038	0	5	0.620001	1-HR	1ST
32.69187953	-96.87332548	0	5	0.531553	1-HR	1ST
32.69187936	-96.87135057	0	5	0.394771	1-HR	1ST
32.69187916	-96.86937567	0	4	0.13694	1-HR	1ST
32.69187893	-96.86740077	0	4	0.207596	1-HR	1ST
32.69187866	-96.86542586	0	4	0.103889	1-HR	1ST
32.69187837	-96.86345096	0	3	0.0402483	1-HR	1ST
32.69187804	-96.86147605	0	2	0.0217638	1-HR	1ST
32.69187769	-96.85950115	0	2	0.0135806	1-HR	1ST
32.6918773	-96.85752625	0	2	0.00918305	1-HR	1ST
32.69187688	-96.85555134	0	1	0.00697028	1-HR	1ST
32.69187643	-96.85357644	0	1	0.00572554	1-HR	1ST
32.69187595	-96.85160153	0	1	0.00485786	1-HR	1ST
32.69187543	-96.84962663	0	1	0.00420585	1-HR	1ST
32.69187489	-96.84765173	0	1	0.00371419	1-HR	1ST
32.69187431	-96.84567682	0	1	0.00334056	1-HR	1ST
32.69354992	-96.8832	0	4	0.108723	1-HR	1ST
32.6935499	-96.88122506	0	5	0.435575	1-HR	1ST
32.69354985	-96.87925012	0	5	0.664168	1-HR	1ST
32.69354978	-96.87727518	0	5	0.60366	1-HR	1ST
32.69354967	-96.87530024	0	5	0.527683	1-HR	1ST
32.69354953	-96.87332529	0	5	0.431652	1-HR	1ST
32.69354936	-96.87135035	0	4	0.229677	1-HR	1ST
32.69354916	-96.86937541	0	4	0.117487	1-HR	1ST
32.69354892	-96.86740047	0	4	0.164766	1-HR	1ST
32.69354866	-96.86542553	0	4	0.0930145	1-HR	1ST
32.69354836	-96.86345059	0	3	0.0395806	1-HR	1ST
32.69354804	-96.86147565	0	2	0.0211126	1-HR	1ST
32.69354768	-96.85950071	0	2	0.0132521	1-HR	1ST
32.69354729	-96.85752577	0	2	0.00904786	1-HR	1ST
32.69354687	-96.85555083	0	1	0.00683654	1-HR	1ST
32.69354642	-96.85357589	0	1	0.00558781	1-HR	1ST
32.69354594	-96.85160095	0	1	0.00474519	1-HR	1ST
32.69354543	-96.849626	0	1	0.00411653	1-HR	1ST
32.69354488	-96.84765106	0	1	0.00364412	1-HR	1ST
32.69354431	-96.84567612	0	1	0.00328496	1-HR	1ST
32.69521991	-96.8832	0	5	0.26519	1-HR	1ST
32.6952199	-96.88122502	0	5	0.538299	1-HR	1ST

RBD Emissions - VOC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.69521985	-96.87925004	0	5	0.58278	1-HR	1ST
32.69521977	-96.87727507	0	5	0.521743	1-HR	1ST
32.69521966	-96.87530009	0	5	0.444474	1-HR	1ST
32.69521952	-96.87332511	0	5	0.311448	1-HR	1ST
32.69521935	-96.87135013	0	4	0.133643	1-HR	1ST
32.69521915	-96.86937516	0	4	0.0962913	1-HR	1ST
32.69521892	-96.86740018	0	4	0.136721	1-HR	1ST
32.69521865	-96.8654252	0	4	0.0833843	1-HR	1ST
32.69521836	-96.86345022	0	3	0.038708	1-HR	1ST
32.69521803	-96.86147525	0	2	0.0206603	1-HR	1ST
32.69521767	-96.85950027	0	2	0.0129557	1-HR	1ST
32.69521729	-96.85752529	0	2	0.00892811	1-HR	1ST
32.69521687	-96.85555031	0	1	0.00673752	1-HR	1ST
32.69521642	-96.85357533	0	1	0.0054852	1-HR	1ST
32.69521593	-96.85160036	0	1	0.00465456	1-HR	1ST
32.69521542	-96.84962538	0	1	0.00404811	1-HR	1ST
32.69521488	-96.8476504	0	1	0.00359213	1-HR	1ST
32.6952143	-96.84567542	0	1	0.00324437	1-HR	1ST
32.6968899	-96.8832	0	5	0.391165	1-HR	1ST
32.69688989	-96.88122499	0	5	0.532389	1-HR	1ST
32.69688984	-96.87924997	0	5	0.512011	1-HR	1ST
32.69688977	-96.87727496	0	5	0.449049	1-HR	1ST
32.69688966	-96.87529994	0	5	0.35379	1-HR	1ST
32.69688952	-96.87332493	0	4	0.198984	1-HR	1ST
32.69688935	-96.87134991	0	4	0.121161	1-HR	1ST
32.69688914	-96.8693749	0	4	0.0824956	1-HR	1ST
32.69688891	-96.86739988	0	4	0.117467	1-HR	1ST
32.69688865	-96.86542487	0	3	0.0752055	1-HR	1ST
32.69688835	-96.86344986	0	3	0.0375401	1-HR	1ST
32.69688803	-96.86147484	0	2	0.0203427	1-HR	1ST
32.69688767	-96.85949983	0	2	0.0127572	1-HR	1ST
32.69688728	-96.85752481	0	2	0.00882531	1-HR	1ST
32.69688686	-96.8555498	0	1	0.00666095	1-HR	1ST
32.69688641	-96.85357478	0	1	0.00540628	1-HR	1ST
32.69688593	-96.85159977	0	1	0.00458801	1-HR	1ST
32.69688542	-96.84962476	0	1	0.0039981	1-HR	1ST
32.69688487	-96.84764974	0	1	0.0035545	1-HR	1ST
32.6968843	-96.84567473	0	1	0.00321407	1-HR	1ST
32.6985599	-96.8832	0	5	0.444682	1-HR	1ST
32.69855988	-96.88122495	0	5	0.490885	1-HR	1ST
32.69855984	-96.8792499	0	5	0.448811	1-HR	1ST
32.69855976	-96.87727485	0	5	0.37565	1-HR	1ST
32.69855965	-96.8752998	0	5	0.260537	1-HR	1ST
32.69855951	-96.87332474	0	4	0.157012	1-HR	1ST
32.69855934	-96.87134969	0	4	0.107846	1-HR	1ST
32.69855914	-96.86937464	0	3	0.0761652	1-HR	1ST

RBD Emissions - VOC Existing

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	4	0.10206	1-HR	1ST
32.69855864	-96.86542454	0	3	0.0682264	1-HR	1ST
32.69855835	-96.86344949	0	3	0.0362247	1-HR	1ST
32.69855802	-96.86147444	0	2	0.0200816	1-HR	1ST
32.69855766	-96.85949939	0	2	0.0125985	1-HR	1ST
32.69855727	-96.85752433	0	2	0.00874953	1-HR	1ST
32.69855686	-96.85554928	0	1	0.00660613	1-HR	1ST
32.6985564	-96.85357423	0	1	0.0053519	1-HR	1ST
32.69855592	-96.85159918	0	1	0.00454187	1-HR	1ST
32.69855541	-96.84962413	0	1	0.00396549	1-HR	1ST
32.69855487	-96.84764908	0	1	0.0035295	1-HR	1ST
32.69855429	-96.84567403	0	1	0.00319175	1-HR	1ST
32.70022989	-96.8832	0	5	0.446072	1-HR	1ST
32.70022988	-96.88122491	0	5	0.441893	1-HR	1ST
32.70022983	-96.87924982	0	5	0.38696	1-HR	1ST
32.70022975	-96.87727474	0	5	0.299908	1-HR	1ST
32.70022965	-96.87529965	0	4	0.198708	1-HR	1ST
32.70022951	-96.87332456	0	4	0.138711	1-HR	1ST
32.70022933	-96.87134947	0	4	0.0946383	1-HR	1ST
32.70022913	-96.86937438	0	3	0.0704855	1-HR	1ST
32.7002289	-96.8673993	0	4	0.090927	1-HR	1ST
32.70022864	-96.86542421	0	3	0.062414	1-HR	1ST
32.70022834	-96.86344912	0	3	0.034856	1-HR	1ST
32.70022801	-96.86147403	0	2	0.0198391	1-HR	1ST
32.70022766	-96.85949894	0	2	0.0124828	1-HR	1ST
32.70022727	-96.85752386	0	2	0.00869522	1-HR	1ST
32.70022685	-96.85554877	0	1	0.00657221	1-HR	1ST
32.7002264	-96.85357368	0	1	0.00531811	1-HR	1ST
32.70022592	-96.85159859	0	1	0.00451241	1-HR	1ST
32.70022541	-96.84962351	0	1	0.00394283	1-HR	1ST
32.70022486	-96.84764842	0	1	0.00351061	1-HR	1ST
32.70022429	-96.84567333	0	1	0.00317455	1-HR	1ST

RBD Emissions - VOC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.6685	-96.8832	0	0	0.00177422	1-HR	1ST
32.66849998	-96.88122561	0	0	0.00227166	1-HR	1ST
32.66849994	-96.87925122	0	1	0.00290183	1-HR	1ST
32.66849986	-96.87727683	0	1	0.00372488	1-HR	1ST
32.66849975	-96.87530244	0	1	0.00485804	1-HR	1ST
32.66849961	-96.87332805	0	1	0.0065623	1-HR	1ST
32.66849944	-96.87135366	0	2	0.00955989	1-HR	1ST
32.66849924	-96.86937927	0	2	0.0162411	1-HR	1ST
32.66849901	-96.86740488	0	2	0.0234813	1-HR	1ST
32.66849874	-96.86543049	0	2	0.0135933	1-HR	1ST
32.66849845	-96.8634561	0	1	0.00746605	1-HR	1ST
32.66849812	-96.86148171	0	1	0.00487589	1-HR	1ST
32.66849776	-96.85950732	0	1	0.00344272	1-HR	1ST
32.66849738	-96.85753293	0	0	0.00251772	1-HR	1ST
32.66849696	-96.85555854	0	0	0.00186981	1-HR	1ST
32.66849651	-96.85358415	0	0	0.00145046	1-HR	1ST
32.66849602	-96.85160976	0	0	0.00144369	1-HR	1ST
32.66849551	-96.84963537	0	0	0.0020663	1-HR	1ST
32.66849497	-96.84766098	0	1	0.00286804	1-HR	1ST
32.66849439	-96.84568659	0	1	0.00315903	1-HR	1ST
32.67016999	-96.8832	0	0	0.0018213	1-HR	1ST
32.67016998	-96.88122557	0	0	0.00232992	1-HR	1ST
32.67016993	-96.87925115	0	1	0.00297627	1-HR	1ST
32.67016985	-96.87727672	0	1	0.00382416	1-HR	1ST
32.67016975	-96.87530229	0	1	0.00499521	1-HR	1ST
32.67016961	-96.87332787	0	1	0.00676533	1-HR	1ST
32.67016944	-96.87135344	0	2	0.00993166	1-HR	1ST
32.67016923	-96.86937901	0	2	0.0174932	1-HR	1ST
32.670169	-96.86740459	0	3	0.0270477	1-HR	1ST
32.67016874	-96.86543016	0	2	0.0145623	1-HR	1ST
32.67016844	-96.86345573	0	1	0.0077481	1-HR	1ST
32.67016812	-96.86148131	0	1	0.00502743	1-HR	1ST
32.67016776	-96.85950688	0	1	0.00354125	1-HR	1ST
32.67016737	-96.85753245	0	1	0.00258696	1-HR	1ST
32.67016695	-96.85555803	0	0	0.00217312	1-HR	1ST
32.6701665	-96.8535836	0	1	0.00260201	1-HR	1ST
32.67016602	-96.85160917	0	1	0.00346576	1-HR	1ST
32.67016551	-96.84963475	0	1	0.00406445	1-HR	1ST
32.67016496	-96.84766032	0	1	0.00422256	1-HR	1ST
32.67016439	-96.84568589	0	1	0.00401862	1-HR	1ST
32.67183999	-96.8832	0	0	0.00186907	1-HR	1ST
32.67183997	-96.88122554	0	0	0.00238856	1-HR	1ST
32.67183993	-96.87925107	0	1	0.00305143	1-HR	1ST
32.67183985	-96.87727661	0	1	0.003923	1-HR	1ST
32.67183974	-96.87530215	0	1	0.00513016	1-HR	1ST
32.6718396	-96.87332768	0	1	0.00696571	1-HR	1ST

RBD Emissions - VOC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.67183943	-96.87135322	0	2	0.0103193	1-HR	1ST
32.67183923	-96.86937876	0	2	0.0190356	1-HR	1ST
32.67183899	-96.86740429	0	3	0.0325675	1-HR	1ST
32.67183873	-96.86542983	0	2	0.0157388	1-HR	1ST
32.67183844	-96.86345537	0	1	0.00803794	1-HR	1ST
32.67183811	-96.8614809	0	1	0.00517721	1-HR	1ST
32.67183775	-96.85950644	0	1	0.00364049	1-HR	1ST
32.67183736	-96.85753198	0	1	0.00341734	1-HR	1ST
32.67183694	-96.85555751	0	1	0.00460771	1-HR	1ST
32.67183649	-96.85358305	0	1	0.00572279	1-HR	1ST
32.67183601	-96.85160859	0	1	0.00584077	1-HR	1ST
32.6718355	-96.84963412	0	1	0.00542442	1-HR	1ST
32.67183496	-96.84765966	0	1	0.00492605	1-HR	1ST
32.67183438	-96.8456852	0	1	0.00442918	1-HR	1ST
32.67350998	-96.8832	0	0	0.0019174	1-HR	1ST
32.67350997	-96.8812255	0	0	0.0024481	1-HR	1ST
32.67350992	-96.879251	0	1	0.00312687	1-HR	1ST
32.67350984	-96.8772765	0	1	0.00402121	1-HR	1ST
32.67350973	-96.875302	0	1	0.00526325	1-HR	1ST
32.67350959	-96.8733275	0	1	0.00716771	1-HR	1ST
32.67350942	-96.871353	0	2	0.0107409	1-HR	1ST
32.67350922	-96.8693785	0	2	0.0210833	1-HR	1ST
32.67350899	-96.867404	0	3	0.0439313	1-HR	1ST
32.67350873	-96.8654295	0	2	0.0172655	1-HR	1ST
32.67350843	-96.863455	0	2	0.00834829	1-HR	1ST
32.6735081	-96.8614805	0	1	0.00535768	1-HR	1ST
32.67350775	-96.859506	0	1	0.00513032	1-HR	1ST
32.67350736	-96.8575315	0	1	0.00722471	1-HR	1ST
32.67350694	-96.855557	0	2	0.00838077	1-HR	1ST
32.67350649	-96.8535825	0	1	0.00793931	1-HR	1ST
32.67350601	-96.851608	0	1	0.00681475	1-HR	1ST
32.67350549	-96.8496335	0	1	0.00589548	1-HR	1ST
32.67350495	-96.847659	0	1	0.00516361	1-HR	1ST
32.67350438	-96.8456845	0	1	0.00455627	1-HR	1ST
32.67517998	-96.8832	0	0	0.00196631	1-HR	1ST
32.67517996	-96.88122546	0	0	0.002508	1-HR	1ST
32.67517992	-96.87925093	0	1	0.00320251	1-HR	1ST
32.67517984	-96.87727639	0	1	0.0041186	1-HR	1ST
32.67517973	-96.87530185	0	1	0.0053956	1-HR	1ST
32.67517959	-96.87332732	0	1	0.00737403	1-HR	1ST
32.67517942	-96.87135278	0	2	0.0111974	1-HR	1ST
32.67517922	-96.86937824	0	2	0.023455	1-HR	1ST
32.67517898	-96.8674037	0	3	0.0638673	1-HR	1ST
32.67517872	-96.86542917	0	2	0.0190922	1-HR	1ST
32.67517842	-96.86345463	0	2	0.0110149	1-HR	1ST
32.6751781	-96.86148009	0	3	0.028592	1-HR	1ST

RBD Emissions - VOC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.67517774	-96.85950556	0	2	0.0118682	1-HR	1ST
32.67517735	-96.85753102	0	2	0.0114718	1-HR	1ST
32.67517693	-96.85555648	0	2	0.0102144	1-HR	1ST
32.67517648	-96.85358195	0	2	0.00842796	1-HR	1ST
32.675176	-96.85160741	0	1	0.00698553	1-HR	1ST
32.67517549	-96.84963287	0	1	0.00595398	1-HR	1ST
32.67517495	-96.84765834	0	1	0.00516242	1-HR	1ST
32.67517437	-96.8456838	0	1	0.00453006	1-HR	1ST
32.67684997	-96.8832	0	0	0.00201563	1-HR	1ST
32.67684996	-96.88122543	0	0	0.00256841	1-HR	1ST
32.67684991	-96.87925085	0	1	0.00327809	1-HR	1ST
32.67684983	-96.87727628	0	1	0.0042154	1-HR	1ST
32.67684972	-96.87530171	0	1	0.00552769	1-HR	1ST
32.67684958	-96.87332713	0	1	0.00758614	1-HR	1ST
32.67684941	-96.87135256	0	2	0.0116985	1-HR	1ST
32.67684921	-96.86937798	0	2	0.025849	1-HR	1ST
32.67684898	-96.86740341	0	4	0.20891	1-HR	1ST
32.67684871	-96.86542884	0	2	0.0233027	1-HR	1ST
32.67684842	-96.86345426	0	5	0.483244	1-HR	1ST
32.67684809	-96.86147969	0	4	0.10277	1-HR	1ST
32.67684774	-96.85950512	0	2	0.0161824	1-HR	1ST
32.67684735	-96.85753054	0	2	0.0127373	1-HR	1ST
32.67684693	-96.85555597	0	2	0.0101239	1-HR	1ST
32.67684648	-96.8535814	0	2	0.00819566	1-HR	1ST
32.676846	-96.85160682	0	1	0.00682572	1-HR	1ST
32.67684548	-96.84963225	0	1	0.00581578	1-HR	1ST
32.67684494	-96.84765768	0	1	0.00503996	1-HR	1ST
32.67684437	-96.8456831	0	1	0.0044266	1-HR	1ST
32.67851997	-96.8832	0	0	0.00206534	1-HR	1ST
32.67851995	-96.88122539	0	1	0.00262906	1-HR	1ST
32.6785199	-96.87925078	0	1	0.00335345	1-HR	1ST
32.67851983	-96.87727617	0	1	0.00431202	1-HR	1ST
32.67851972	-96.87530156	0	1	0.00566133	1-HR	1ST
32.67851958	-96.87332695	0	1	0.00781058	1-HR	1ST
32.67851941	-96.87135234	0	2	0.0122631	1-HR	1ST
32.67851921	-96.86937773	0	3	0.0470777	1-HR	1ST
32.67851897	-96.86740312	0	5	0.282904	1-HR	1ST
32.67851871	-96.86542851	0	5	0.391679	1-HR	1ST
32.67851841	-96.8634539	0	5	0.326952	1-HR	1ST
32.67851809	-96.86147929	0	3	0.0685218	1-HR	1ST
32.67851773	-96.85950468	0	2	0.0161627	1-HR	1ST
32.67851734	-96.85753007	0	2	0.0120547	1-HR	1ST
32.67851692	-96.85555546	0	2	0.00951637	1-HR	1ST
32.67851647	-96.85358085	0	1	0.00779096	1-HR	1ST
32.67851599	-96.85160624	0	1	0.00653982	1-HR	1ST
32.67851548	-96.84963163	0	1	0.00559697	1-HR	1ST

RBD Emissions - VOC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.67851493	-96.84765702	0	1	0.00486751	1-HR	1ST
32.67851436	-96.84568241	0	1	0.00428794	1-HR	1ST
32.68018996	-96.8832	0	0	0.00211564	1-HR	1ST
32.68018995	-96.88122535	0	1	0.00269013	1-HR	1ST
32.6801899	-96.87925071	0	1	0.00342887	1-HR	1ST
32.68018982	-96.87727606	0	1	0.00440896	1-HR	1ST
32.68018971	-96.87530141	0	1	0.00579806	1-HR	1ST
32.68018957	-96.87332676	0	1	0.00805347	1-HR	1ST
32.6801894	-96.87135212	0	2	0.0211584	1-HR	1ST
32.6801892	-96.86937747	0	4	0.098834	1-HR	1ST
32.68018897	-96.86740282	0	6	1.04988	1-HR	1ST
32.6801887	-96.86542818	0	5	0.292533	1-HR	1ST
32.68018841	-96.86345353	0	4	0.244359	1-HR	1ST
32.68018808	-96.86147888	0	3	0.0500375	1-HR	1ST
32.68018772	-96.85950424	0	2	0.0158874	1-HR	1ST
32.68018734	-96.85752959	0	2	0.0111346	1-HR	1ST
32.68018692	-96.85555494	0	2	0.0089123	1-HR	1ST
32.68018647	-96.85358029	0	1	0.00736756	1-HR	1ST
32.68018598	-96.85160565	0	1	0.00622532	1-HR	1ST
32.68018547	-96.849631	0	1	0.005356	1-HR	1ST
32.68018493	-96.84765635	0	1	0.00467721	1-HR	1ST
32.68018435	-96.84568171	0	1	0.00413552	1-HR	1ST
32.68185996	-96.8832	0	0	0.00216605	1-HR	1ST
32.68185994	-96.88122532	0	1	0.00275131	1-HR	1ST
32.68185989	-96.87925063	0	1	0.00350424	1-HR	1ST
32.68185982	-96.87727595	0	1	0.00450625	1-HR	1ST
32.68185971	-96.87530126	0	1	0.00594008	1-HR	1ST
32.68185957	-96.87332658	0	2	0.0109146	1-HR	1ST
32.6818594	-96.8713519	0	3	0.0701575	1-HR	1ST
32.68185919	-96.86937721	0	6	1.47608	1-HR	1ST
32.68185896	-96.86740253	0	6	1.41796	1-HR	1ST
32.6818587	-96.86542785	0	4	0.2471	1-HR	1ST
32.6818584	-96.86345316	0	4	0.158142	1-HR	1ST
32.68185808	-96.86147848	0	3	0.039262	1-HR	1ST
32.68185772	-96.85950379	0	2	0.0157381	1-HR	1ST
32.68185733	-96.85752911	0	2	0.0104111	1-HR	1ST
32.68185691	-96.85555443	0	2	0.0083971	1-HR	1ST
32.68185646	-96.85357974	0	1	0.00698123	1-HR	1ST
32.68185598	-96.85160506	0	1	0.00592574	1-HR	1ST
32.68185547	-96.84963038	0	1	0.0051209	1-HR	1ST
32.68185492	-96.84765569	0	1	0.0044898	1-HR	1ST
32.68185435	-96.84568101	0	1	0.00398342	1-HR	1ST
32.68352995	-96.8832	0	0	0.002217	1-HR	1ST
32.68352993	-96.88122528	0	1	0.00281252	1-HR	1ST
32.68352989	-96.87925056	0	1	0.00357953	1-HR	1ST
32.68352981	-96.87727584	0	1	0.00460491	1-HR	1ST

RBD Emissions - VOC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.6835297	-96.87530112	0	1	0.00666804	1-HR	1ST
32.68352956	-96.8733264	0	3	0.0455597	1-HR	1ST
32.68352939	-96.87135168	0	6	1.31852	1-HR	1ST
32.68352919	-96.86937696	0	6	1.13734	1-HR	1ST
32.68352896	-96.86740224	0	6	1.22005	1-HR	1ST
32.68352869	-96.86542752	0	4	0.222939	1-HR	1ST
32.6835284	-96.86345279	0	4	0.103348	1-HR	1ST
32.68352807	-96.86147807	0	3	0.0325405	1-HR	1ST
32.68352771	-96.85950335	0	2	0.0154271	1-HR	1ST
32.68352732	-96.85752863	0	2	0.00992875	1-HR	1ST
32.68352691	-96.85555391	0	1	0.00797095	1-HR	1ST
32.68352646	-96.85357919	0	1	0.00664695	1-HR	1ST
32.68352597	-96.85160447	0	1	0.00565577	1-HR	1ST
32.68352546	-96.84962975	0	1	0.00490043	1-HR	1ST
32.68352492	-96.84765503	0	1	0.00430963	1-HR	1ST
32.68352434	-96.84568031	0	1	0.00383525	1-HR	1ST
32.68519994	-96.8832	0	0	0.00226804	1-HR	1ST
32.68519993	-96.88122524	0	1	0.00287361	1-HR	1ST
32.68519988	-96.87925049	0	1	0.00365508	1-HR	1ST
32.6851998	-96.87727573	0	1	0.00470574	1-HR	1ST
32.6851997	-96.87530097	0	3	0.0335808	1-HR	1ST
32.68519956	-96.87332621	0	6	1.00439	1-HR	1ST
32.68519939	-96.87135146	0	6	1.16157	1-HR	1ST
32.68519918	-96.8693767	0	6	0.869389	1-HR	1ST
32.68519895	-96.86740194	0	6	0.988623	1-HR	1ST
32.68519869	-96.86542718	0	4	0.187171	1-HR	1ST
32.68519839	-96.86345243	0	3	0.0707742	1-HR	1ST
32.68519806	-96.86147767	0	3	0.0281332	1-HR	1ST
32.68519771	-96.85950291	0	2	0.0149554	1-HR	1ST
32.68519732	-96.85752816	0	2	0.00958805	1-HR	1ST
32.6851969	-96.8555534	0	1	0.00762259	1-HR	1ST
32.68519645	-96.85357864	0	1	0.00636329	1-HR	1ST
32.68519597	-96.85160388	0	1	0.00542044	1-HR	1ST
32.68519546	-96.84962913	0	1	0.0047041	1-HR	1ST
32.68519491	-96.84765437	0	1	0.0041464	1-HR	1ST
32.68519434	-96.84567961	0	1	0.00369943	1-HR	1ST
32.68686994	-96.8832	0	0	0.00231905	1-HR	1ST
32.68686992	-96.88122521	0	1	0.00293478	1-HR	1ST
32.68686988	-96.87925041	0	1	0.00373144	1-HR	1ST
32.6868698	-96.87727562	0	3	0.0281059	1-HR	1ST
32.68686969	-96.87530082	0	5	0.666719	1-HR	1ST
32.68686955	-96.87332603	0	6	1.03991	1-HR	1ST
32.68686938	-96.87135124	0	6	0.835045	1-HR	1ST
32.68686918	-96.86937644	0	6	0.854217	1-HR	1ST
32.68686894	-96.86740165	0	6	1.11357	1-HR	1ST
32.68686868	-96.86542685	0	4	0.152061	1-HR	1ST

RBD Emissions - VOC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.68686839	-96.86345206	0	3	0.050846	1-HR	1ST
32.68686806	-96.86147727	0	2	0.0251634	1-HR	1ST
32.6868677	-96.85950247	0	2	0.0144283	1-HR	1ST
32.68686731	-96.85752768	0	2	0.00934988	1-HR	1ST
32.68686689	-96.85555288	0	1	0.00733242	1-HR	1ST
32.68686644	-96.85357809	0	1	0.00611496	1-HR	1ST
32.68686596	-96.8516033	0	1	0.00521306	1-HR	1ST
32.68686545	-96.8496285	0	1	0.00452669	1-HR	1ST
32.68686491	-96.84765371	0	1	0.00399697	1-HR	1ST
32.68686433	-96.84567892	0	1	0.0035759	1-HR	1ST
32.68853993	-96.8832	0	0	0.00237027	1-HR	1ST
32.68853992	-96.88122517	0	1	0.00299631	1-HR	1ST
32.68853987	-96.87925034	0	3	0.0339522	1-HR	1ST
32.68853979	-96.87727551	0	5	0.666444	1-HR	1ST
32.68853968	-96.87530068	0	6	0.848996	1-HR	1ST
32.68853954	-96.87332585	0	6	0.837378	1-HR	1ST
32.68853937	-96.87135102	0	5	0.618392	1-HR	1ST
32.68853917	-96.86937618	0	5	0.824717	1-HR	1ST
32.68853894	-96.86740135	0	5	0.667239	1-HR	1ST
32.68853867	-96.86542652	0	4	0.122532	1-HR	1ST
32.68853838	-96.86345169	0	3	0.0400173	1-HR	1ST
32.68853805	-96.86147686	0	2	0.0231721	1-HR	1ST
32.6885377	-96.85950203	0	2	0.0139345	1-HR	1ST
32.68853731	-96.8575272	0	2	0.00916525	1-HR	1ST
32.68853689	-96.85555237	0	1	0.00709851	1-HR	1ST
32.68853644	-96.85357754	0	1	0.00590398	1-HR	1ST
32.68853596	-96.85160271	0	1	0.00503319	1-HR	1ST
32.68853544	-96.84962788	0	1	0.0043738	1-HR	1ST
32.6885349	-96.84765305	0	1	0.00386668	1-HR	1ST
32.68853433	-96.84567822	0	1	0.00346756	1-HR	1ST
32.69020993	-96.8832	0	0	0.00242167	1-HR	1ST
32.69020991	-96.88122513	0	3	0.0274916	1-HR	1ST
32.69020987	-96.87925026	0	5	0.805859	1-HR	1ST
32.69020979	-96.8772754	0	5	0.675079	1-HR	1ST
32.69020968	-96.87530053	0	5	0.771142	1-HR	1ST
32.69020954	-96.87332566	0	5	0.654599	1-HR	1ST
32.69020937	-96.87135079	0	5	0.60072	1-HR	1ST
32.69020917	-96.86937593	0	5	0.807003	1-HR	1ST
32.69020893	-96.86740106	0	5	0.42608	1-HR	1ST
32.69020867	-96.86542619	0	4	0.112718	1-HR	1ST
32.69020837	-96.86345133	0	3	0.0391992	1-HR	1ST
32.69020805	-96.86147646	0	2	0.0218325	1-HR	1ST
32.69020769	-96.85950159	0	2	0.0134813	1-HR	1ST
32.6902073	-96.85752672	0	2	0.00900858	1-HR	1ST
32.69020688	-96.85555186	0	1	0.00691053	1-HR	1ST
32.69020643	-96.85357699	0	1	0.00571845	1-HR	1ST

RBD Emissions - VOC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.69020595	-96.85160212	0	1	0.00487525	1-HR	1ST
32.69020544	-96.84962725	0	1	0.00424059	1-HR	1ST
32.6902049	-96.84765239	0	1	0.00375622	1-HR	1ST
32.69020432	-96.84567752	0	1	0.00337719	1-HR	1ST
32.69187992	-96.8832	0	2	0.0189489	1-HR	1ST
32.69187991	-96.8812251	0	5	0.277271	1-HR	1ST
32.69187986	-96.87925019	0	5	0.744791	1-HR	1ST
32.69187978	-96.87727529	0	5	0.664687	1-HR	1ST
32.69187967	-96.87530038	0	5	0.651262	1-HR	1ST
32.69187953	-96.87332548	0	5	0.527669	1-HR	1ST
32.69187936	-96.87135057	0	5	0.595869	1-HR	1ST
32.69187916	-96.86937567	0	5	0.731892	1-HR	1ST
32.69187893	-96.86740077	0	5	0.302946	1-HR	1ST
32.69187866	-96.86542586	0	4	0.102422	1-HR	1ST
32.69187837	-96.86345096	0	3	0.0387801	1-HR	1ST
32.69187804	-96.86147605	0	2	0.0209225	1-HR	1ST
32.69187769	-96.85950115	0	2	0.0130912	1-HR	1ST
32.6918773	-96.85752625	0	2	0.00887605	1-HR	1ST
32.69187688	-96.85555134	0	1	0.00675917	1-HR	1ST
32.69187643	-96.85357644	0	1	0.00556717	1-HR	1ST
32.69187595	-96.85160153	0	1	0.00474273	1-HR	1ST
32.69187543	-96.84962663	0	1	0.00412964	1-HR	1ST
32.69187489	-96.84765173	0	1	0.00366428	1-HR	1ST
32.69187431	-96.84567682	0	1	0.00330248	1-HR	1ST
32.69354992	-96.8832	0	4	0.132581	1-HR	1ST
32.6935499	-96.88122506	0	5	0.581635	1-HR	1ST
32.69354985	-96.87925012	0	5	0.609435	1-HR	1ST
32.69354978	-96.87727518	0	5	0.609138	1-HR	1ST
32.69354967	-96.87530024	0	5	0.541237	1-HR	1ST
32.69354953	-96.87332529	0	5	0.440743	1-HR	1ST
32.69354936	-96.87135035	0	5	0.590677	1-HR	1ST
32.69354916	-96.86937541	0	5	0.609638	1-HR	1ST
32.69354892	-96.86740047	0	4	0.227554	1-HR	1ST
32.69354866	-96.86542553	0	4	0.0921098	1-HR	1ST
32.69354836	-96.86345059	0	3	0.038353	1-HR	1ST
32.69354804	-96.86147565	0	2	0.0203409	1-HR	1ST
32.69354768	-96.85950071	0	2	0.0127856	1-HR	1ST
32.69354729	-96.85752577	0	2	0.00875259	1-HR	1ST
32.69354687	-96.85555083	0	1	0.00663476	1-HR	1ST
32.69354642	-96.85357589	0	1	0.00543899	1-HR	1ST
32.69354594	-96.85160095	0	1	0.00463585	1-HR	1ST
32.69354543	-96.849626	0	1	0.00404155	1-HR	1ST
32.69354488	-96.84765106	0	1	0.00359335	1-HR	1ST
32.69354431	-96.84567612	0	1	0.00324539	1-HR	1ST
32.69521991	-96.8832	0	5	0.339565	1-HR	1ST
32.6952199	-96.88122502	0	5	0.580354	1-HR	1ST

RBD Emissions - VOC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.69521985	-96.87925004	0	5	0.558796	1-HR	1ST
32.69521977	-96.87727507	0	5	0.533964	1-HR	1ST
32.69521966	-96.87530009	0	5	0.445502	1-HR	1ST
32.69521952	-96.87332511	0	5	0.444186	1-HR	1ST
32.69521935	-96.87135013	0	5	0.570388	1-HR	1ST
32.69521915	-96.86937516	0	5	0.489171	1-HR	1ST
32.69521892	-96.86740018	0	4	0.17693	1-HR	1ST
32.69521865	-96.8654252	0	4	0.0828559	1-HR	1ST
32.69521836	-96.86345022	0	3	0.0376941	1-HR	1ST
32.69521803	-96.86147525	0	2	0.0199522	1-HR	1ST
32.69521767	-96.85950027	0	2	0.0125121	1-HR	1ST
32.69521729	-96.85752529	0	2	0.00864029	1-HR	1ST
32.69521687	-96.85555031	0	1	0.00654191	1-HR	1ST
32.69521642	-96.85357533	0	1	0.00534276	1-HR	1ST
32.69521593	-96.85160036	0	1	0.00454983	1-HR	1ST
32.69521542	-96.84962538	0	1	0.00397436	1-HR	1ST
32.69521488	-96.8476504	0	1	0.00354032	1-HR	1ST
32.6952143	-96.84567542	0	1	0.00320286	1-HR	1ST
32.6968899	-96.8832	0	5	0.454883	1-HR	1ST
32.69688989	-96.88122499	0	5	0.529094	1-HR	1ST
32.69688984	-96.87924997	0	5	0.509339	1-HR	1ST
32.69688977	-96.87727496	0	5	0.456011	1-HR	1ST
32.69688966	-96.87529994	0	5	0.349506	1-HR	1ST
32.69688952	-96.87332493	0	5	0.44655	1-HR	1ST
32.69688935	-96.87134991	0	5	0.530207	1-HR	1ST
32.69688914	-96.8693749	0	5	0.389864	1-HR	1ST
32.69688891	-96.86739988	0	4	0.141051	1-HR	1ST
32.69688865	-96.86542487	0	3	0.0749198	1-HR	1ST
32.69688835	-96.86344986	0	3	0.0367215	1-HR	1ST
32.69688803	-96.86147484	0	2	0.019702	1-HR	1ST
32.69688767	-96.85949983	0	2	0.0123383	1-HR	1ST
32.69688728	-96.85752481	0	2	0.00854996	1-HR	1ST
32.69688686	-96.8555498	0	1	0.0064724	1-HR	1ST
32.69688641	-96.85357478	0	1	0.00527023	1-HR	1ST
32.69688593	-96.85159977	0	1	0.00448803	1-HR	1ST
32.69688542	-96.84962476	0	1	0.00392575	1-HR	1ST
32.69688487	-96.84764974	0	1	0.00350132	1-HR	1ST
32.6968843	-96.84567473	0	1	0.00317106	1-HR	1ST
32.6985599	-96.8832	0	5	0.473559	1-HR	1ST
32.69855988	-96.88122495	0	5	0.484563	1-HR	1ST
32.69855984	-96.8792499	0	5	0.452172	1-HR	1ST
32.69855976	-96.87727485	0	5	0.376819	1-HR	1ST
32.69855965	-96.8752998	0	5	0.339088	1-HR	1ST
32.69855951	-96.87332474	0	5	0.443711	1-HR	1ST
32.69855934	-96.87134969	0	5	0.478097	1-HR	1ST
32.69855914	-96.86937464	0	5	0.312572	1-HR	1ST

RBD Emissions - VOC Ultimate

Latitude (deg)	Longitude (deg)	Elevation (ft)	Concentration Index	VOC (µg/m³)	Average	Rank
32.69855891	-96.86739959	0	4	0.114368	1-HR	1ST
32.69855864	-96.86542454	0	3	0.0681139	1-HR	1ST
32.69855835	-96.86344949	0	3	0.0355791	1-HR	1ST
32.69855802	-96.86147444	0	2	0.0195074	1-HR	1ST
32.69855766	-96.85949939	0	2	0.0122049	1-HR	1ST
32.69855727	-96.85752433	0	2	0.00848558	1-HR	1ST
32.69855686	-96.85554928	0	1	0.00642464	1-HR	1ST
32.6985564	-96.85357423	0	1	0.00522194	1-HR	1ST
32.69855592	-96.85159918	0	1	0.00444572	1-HR	1ST
32.69855541	-96.84962413	0	1	0.00389473	1-HR	1ST
32.69855487	-96.84764908	0	1	0.00347578	1-HR	1ST
32.69855429	-96.84567403	0	1	0.00314715	1-HR	1ST
32.70022989	-96.8832	0	5	0.454606	1-HR	1ST
32.70022988	-96.88122491	0	5	0.440169	1-HR	1ST
32.70022983	-96.87924982	0	5	0.389619	1-HR	1ST
32.70022975	-96.87727474	0	5	0.297553	1-HR	1ST
32.70022965	-96.87529965	0	5	0.346076	1-HR	1ST
32.70022951	-96.87332456	0	5	0.432324	1-HR	1ST
32.70022933	-96.87134947	0	5	0.422148	1-HR	1ST
32.70022913	-96.86937438	0	4	0.253285	1-HR	1ST
32.7002289	-96.8673993	0	4	0.0938979	1-HR	1ST
32.70022864	-96.86542421	0	3	0.062403	1-HR	1ST
32.70022834	-96.86344912	0	3	0.0343419	1-HR	1ST
32.70022801	-96.86147403	0	2	0.0193301	1-HR	1ST
32.70022766	-96.85949894	0	2	0.0121175	1-HR	1ST
32.70022727	-96.85752386	0	2	0.00844521	1-HR	1ST
32.70022685	-96.85554877	0	1	0.00639891	1-HR	1ST
32.7002264	-96.85357368	0	1	0.005194	1-HR	1ST
32.70022592	-96.85159859	0	1	0.00442095	1-HR	1ST
32.70022541	-96.84962351	0	1	0.0038734	1-HR	1ST
32.70022486	-96.84764842	0	1	0.00345653	1-HR	1ST
32.70022429	-96.84567333	0	1	0.00312867	1-HR	1ST