Computer Models for Predicting the Probability of Violating CO Air Quality Standards — The Model SIMCO —

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(The opinions, findings, and conclusions expressed in this report are those of the authors and not necessarily those of the sponsoring agencies.)

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ABSTRACT

This report presents the user instructions and data requirements for SIMCO, a combined simulation and probability computer model developed to quantify and evaluate carbon monoxide in roadside environments. The model permits direct determinations of the probability of violating the one- and eight-hour National Ambient Air Quality Standards for carbon monoxide. It also provides information on the magnitude and frequency of carbon monoxide concentrations.

The probability of violating an air quality standard is a function of the random influences of meteorology, traffic volumes, emission patterns, and background pollution levels. SIMCO simulates carbon monoxide concentrations based on these parameters. Generally ten years of hourly concentrations are simulated for each analysis. The input data required by SIMCO are the source and receptor coordinates, representative historical meteorological records, temporal vehicle traffic volume and emission patterns, and representative background pollutant statistics.

The model can be used to provide a comprehensive microscale analysis for highway environmental impact studies and state implementation plan hot spot analyses, and for monitor-siting studies to determine the attainment and maintenance of the standards for carbon monoxide.

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In this report the input requirements and some details of the use of SIMCO are discussed. The reader should refer to a report by Carpenter, Hudson, and White (1980) for the details of predicting P(V) using simulation.

INPUT DATA

The Appendix contains the computer listing for SIMCO and study examples. The input data for SIMCO fall into five categories; geometric, traffic, background, temporal, and meteorological. The data requirements and data sources in each of these categories are discussed below.

Geometric Data

The geometric data required by SIMCO are the number of the highway line sources emitting CO, their locations, and the location of the receptor. SIMCO analyzes only highway line sources. Point sources are not presently addressed by SIMCO. Area sources are addressed as background CO. SIMCO is capable of analyzing up to 13 highway line sources.

A line source is assumed to be a single highway traffic lane having a spatially homogeneous (or nearly homogeneous) CO emission strength. All line sources are of finite length. They may cross over each other and they may connect end to end. Thus, for example, a single traffic lane having two or more distinct traffic density segments may be decomposed into two or more line

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sources connected end to end. Also, for example, a single lane having two or more different speed zones may be decomposed into two or more end to end line sources.*

The coordinate system used to locate the sources and receptors is oriented with the +X direction as East, the +Y direction as North, and the origin being an arbitrarily fixed point. The line source locations are specified by giving the (East, North) coordinates of the end points of the ground-level line sources. The receptor location is specified by giving the (East, North) coordinates of the receptor and the receptor'e elevation above ground level. The (East, North) coordinates used to specify source and receptor locations are easily determined from the Universal Transverse Mercator (UTM) coordinates found on U. S. Geological Survey topographic maps. Since UTM coordinates are expressed in metres, the metre is the unit of measure used for specifying the source and receptor locations in SIMCO. In general, more detailed maps than U.S.G.S. topographic maps will be necessary. Overlay gridding systems can be used over construction plans to determine geometric inputs, with the metre always being used as the unit of measure for coordinate inputs.

Traffic Data

The traffic data required by SIMCO are the speed-capacity relationship and the traffic data necessary to specify the expected traffic volume for each hour of a year. SIMCO employs the normal approximation to the Poisson distribution to obtain simulated hourly traffic volumes and speeds from the expected hourly traffic volumes. Specifically, SIMCO requires the following data for each line source: the slope of the speed-capacity relationship in mph/vehicle; the posted speed limit in mph; the annual average hourly traffic volume in vehicles/hour; the annual average vehicle type percentages; the annual average hot and cold start (catalyst) operating condition percentages; and the monthly, day-of-week, and hour-of-day factors for the vehicle type percentages and vehicle operating condition percentages. It also requires the average ratio of cold start non-catalyst operation to cold start catalyst operation.

^{*}For less detailed modeling, the line source could be modeled by lane groupings (i.e., modeling three northbound and three southbound lanes as one northbound lane and one southbound lane. However, this method is not recommended by the authors since it tends to artificially concentrate pollutants.

In the simulation process SIMCO computes simulated hourly traffic volumes from average hourly traffic volumes at each hour in a year using the Poisson assumption. Under the Poisson assumption (Baerwald 1976; Highway Research Board 1965), traffic volumes will have a Poisson distribution with a single parameter given by the average volume. Since the average volume for any interesting site will generally be of an order of magnitude greater than 50 vehicles/hour, the Poisson distribution can be approximated by a normal distribution having the mean and variance equal to the average volume (Myer 1965).

It should be noted that the traffic data factors for SIMCO have the following properties:

The sum of the monthly factors for any item, (such as percentage of diesel trucks) equals 12.

The sum of the day-of-week factors for any item equals 7.

The sum of the hour-of-day factors for any item equals 24.

There are many sources of traffic data and sources of information describing methods for collecting traffic data. Shirley and Benson (1980) discuss the traffic data requirements relative to air quality analyses and examine methods of collecting such data. Chaves (1980) also discusses some of the needs and problems associated with obtaining traffic data for air quality analyses. Pollack et al. (1979) examine some of the traffic data requirements for air quality analyses and present some typical data on the relationship between traffic data and hour of day. Box and Oppenlander (1976) discuss the variations of traffic parameters with time throughout a year and present graphs of typical hourly, day-of-week, and monthly variations in traffic volumes. DeMarrais (1977) presents the results of an empirical study relating the diurnal variation of traffic flow to the diurnal pattern of observed CO concentrations at several locations. Tittemore et al. (1972) present an empirical study of urban area travel relative to time of day. Graphical relationships between traffic and time of day for several study areas are included in the report. Buszek (1979) has analyzed extensive data relating traffic volumes to season and hour of day and categorized by the geographical region of the continental United States and local population. He also discusses trending patterns in the data and supports his arguments using historical data. The bulk of the data analyzed by Buszek were from national control stations maintained by the Department of 5 m0

Transportation, Federal Highway Administration (FHWA). The Highway Statistics Division of the FHWA obtains these data from participating state departments of transportation in the form of hourly volume records for continuous automatic traffic recording stations. Additional data are available in state reports such as "Automatic Traffic Recorder Data " and "Average Daily Traffic Volumes on Interstate, Arterial, and Primary Routes," which are published by the Virginia Department of Highways and Transportation. Finally, state departments of transportation generally have traffic engineering sections that collect, analyze, and project traffic data for use in air quality analyses. The traffic engineering methods employed in these activities are contained in works such as those of the Highway Research Board (1965) and Baerwald (1976). The Highway Research Board (1965) reference contains graphs from which the slope of the speed versus volume to capacity ratios can be determined.

Background Data

SIMCO requires as input the geometric means and geometric standard deviations of background CO. These parameters are used with the lognormal distribution (Larsen 1971) to simulate hourly background CO concentrations. The principal source of background pollution data is the EPA's Storage and Retrieval of Aerometric Data system maintained by its National Aerometric Data Bank at Research Triangle Park, North Carolina. Under the SAROAD system, published volumes of Air Quality Annual Statistics are available from the EPA, Office of Air Quality Planning and Standards, Research Triangle Park, North Carolina 27711. From these annual statistics one can find the annual geometric mean and geometric standard deviation of background CO at locations throughout the United States. Since there are significant fluctuations of CO with month and hour of day, SIMCO uses the hourly and monthly geometric mean CO concentrations as input. These data are not readily available in the SAROAD system and must be determined or estimated using other data. (Since hourly and monthly data are difficult to obtain, the geometric standard deviations are assumed to be constants.) State air quality departments may be able to supply hourly and monthly geometric mean data for given locations. Otherwise, one might use the annual geometric mean at one location as a scaling factor to scale monthly and hourly geometric means from another location expected to have similar background fluctuations. Dimitriades (1976) presents some data on the fluctuations of background contaminants which may be helpful. If no information about the hourly and monthly variation of CO is available, the user must resort to using the annual geometric mean for each month and hour of day.

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The terms "geometric mean" and "geometric standard deviation" are defined by Hunt (1972). A characteristic of the geometric mean is that if y is the pollution variable in units of, say, ppm, and Y_g is the geometric mean of y in ppm, and if x is the pollution variable in units of, say, gm/m^3 , and x_g is the geometric mean of x in gm/m^3 , and y = ax where a is the conversion factor from gm/m^3 to ppm, then it is also true that

$$Y_g = a \times x_g$$
. (1)

Using the same notation and allowing σ_{gx} and σ_{gy} to indicate the geometric standard deviations of x and y, respectively, one can show from Hunt's definitions that

$$\sigma_{gx} = \sigma_{gy}. \tag{2}$$

SIMCO requires that the geometric means and geometric standard deviations of CO be specified based on units of ppm. Equation (1) states that if the available geometric mean data are based on units other than ppm, then a simple linear conversion will suffice to convert to geometric means based on units of ppm. Equation (2) states that the units upon which available data are based are of no consequence in specifying the geometric standard deviation, since the geometric standard deviation is independent of the units used to measure concentrations.

Temporal Data

Computer models that employ meteorological data collected by the National Weather Service are often based on a standard time clock and are, therefore, often confusing to the user who thinks in terms of a standard/daylight saving time clock. SIMCO attempts to avoid this confusion by having all user-supplied inputs specified in terms of the standard/daylight saving time clock. In this manner, for instance, the morning rush hour will be from, say, 7:00 a.m. to 9:00 a.m. every day of the year. The user simply specifies all inputs in terms of the actual clock time (be it standard time or daylight saving time) in effect during the month for which the input is to apply. To automatically handle the clock parameter, SIMCO requires that the user specify the first and last months (to the nearest month) of daylight saving time. SIMCO then internally converts the meteorological data, which are supplied in standard time, to the proper clock time depending on the month. All computations performed by SIMCO are then executed relative to the actual clock time in effect for each month of the year.

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Meteorological Data

SIMCO requires as input a historical record of hourly meteorological conditions. This input is supplied to SIMCO as the output file of the program PWCLASS created by Carpenter, Heisler,
and Curling (1979). Each record of the meteorological input file
contains the year, month, day, and hour of the observation, the
wind direction and speed, the temperature, and the atmospheric
stability class. SIMCO uses the temporal data on the meteorological file to control the hourly simulation process and uses
the windspeed, wind direction, temperature, and stability class
data to estimate the hourly CO concentration for each simulated
hour.

NOTES ON SIMCO

SIMCO evaluates the probability of violating a CO standard based on maximum allowable one- and eight-hour CO concentrations supplied by the user as two of the SIMCO inputs. This feature of SIMCO allows the user to find the probability of exceeding any chosen CO concentration more than once per year.

In addition to predicting the probability of violation based on CO contributed from background and highway sources, SIMCO predicts the probability of violation assuming that the only source is the background. The violation probability obtained by considering only background CO, denoted by P [V(B)], informs the user of the degree (relative to the specified CO standard) to which the background air is polluted without the effects of any additional sources.

For comparison and testing purposes, SIMCO also performs three probability analyses in addition to the maximum likelihood analysis discussed by Carpenter, Hudson, and White (1980) and the analyses described above. These analyses are the Larsen analysis, binomial analysis, and the annual average analysis.

Using the lognormal probability model presented by Larsen (1971), SIMCO predicts the expected annual maximum and expected annual second-maximum CO concentrations. The model also outputs the mean and standard deviation of the natural logarithms of the simulated CO concentrations. Using these statistical outputs and a table of normal probabilities, one can estimate the Larsen probability of violation; that is estimate the violation probability, assuming that sequential pollution levels are independent, identically distributed lognormal random variables.

Using the binomial assumption, SIMCO makes a maximum likelihood estimate of the probability of violation conditioned on a calendar year starting time based on calendar year meteorological data. In order to predict this condition probability, SIMCO assigns values of y_i = 1 for each simulated calendar year (year = i) in which the standard is exceeded twice or more, and assigns values of y_i = 0 otherwise. Under the assumption that a time lag of one year is sufficient to ensure independence, SIMCO estimates $P_{\tau=0}(V)$ and Var $[P_{\tau=0}(V)]$, the maximum likelihood estimate and variance of

the maximum likelihood estimate of the calendar year conditioned probability of violation, from the following formulations given by

$$P_{\tau=0}(V) = (\sum_{i=1}^{N} y_i)/N$$
, and ... (3)

$$Var[P_{\tau=0}(V)] = P_{\tau=0}(V) [1-P_{\tau=0}(V)]/N,$$
 ... (4)

where N is the total number of simulated years.

Myer (1975):

Using the Central Limit Theorem, SIMCO outputs the average and the standard deviation of the calendar-year averages of hourly average CO concentrations (both with and without the highway sources). Since there are 8,760 hours in a year, the Central Limit Theorem (Myer 1975) states that the yearly average hourly CO concentration should be approximately distributed. (Note: The yearly average concentration is not the same as the hourly average concentration. In particular, hourly average concentrations are not normally distributed.) Thus one can use the average and standard deviation of the calendar-year averages of hourly average CO concentrations with a table of normal probabilities to determine P[V(μ)] and P[V(YB)], the probabilities of violating any yearly average CO standard where μ and YB are the calendar-year averages of hourly average CO concentrations with and without the highway sources, respectively.

In the next section the input variables for SIMCO are defined.

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GLOSSARY OF INPUT VARIABLES FOR SIMCO

AHT REAL ARRAY -- DIMENSION 13 -- INPUT.

THE ANNUAL AVERAGE TRAFFIC VOLUME IN VEHICLES/HOUR INDEXED BY SOURCE.

APCS REAL ARRAY -- DIMENSION 13 -- INPUT.

ANNUAL AVERAGE PERCENT COLD STARTS INDEXED BY SOURCE.

APDT REAL ARRAY -- DIMENSION 13 -- INPUT.

ANNUAL AVERAGE PERCENT DIESEL TRUCKS INDEXED BY SOURCE.

APGT REAL ARRAY -- DIMENSION 13 -- INPUT.

ANNUAL AVERAGE PERCENT GAS TRUCKS INDEXED BY SOURCE.

APHS REAL ARRAY -- DIMENSION 13 -- INPUT.

ANNUAL AVERAGE PERCENT HOT STARTS INDEXED BY SOURCE.

APLT REAL ARRAY -- DIMENSION 13 -- INPUT.

ANNUAL AVERAGE PERCENT LIGHT TRUCKS INDEXED BY SOURCE.

DSTMI INTEGER SCALAR -- INPUT.
THE FIRST MONTH OF DAYLIGHT SAVING TIME.

DSTM2 INTEGER SCALAR -- INPUT.
THE LAST MONTH OF DAYLIGHT SAVING TIME.

F REAL SCALAR -- INPUT.

THE RATIO OF COLD START NON-CATALYST OPERATION TO COLD START CATALYST OPERATION.

REAL ARRAY -- DIMENSION 13.7 -- INPUT.

DAY-OF-WEEK PERCENT COLD START FACTORS INDEXED BY

SOURCE AND DAY. FCSD (I,D)*FCSM(I,M)*APCS(I) IS THE

AVERAGE HOURLY PERCENT COLD STARTS FOR DAY-OF-WEEK D,

MONTH M, AND SOURCE I.

REAL ARRAY -- DIMENSION 13.25 -- INPUT.

HOUR-OF-DAY PERCENT COLD START FACTORS INDEXED BY
SOURCE AND HOUR. FCSH (I,H)*FCSD(I,D)*FCSM(I,M)*APCS(I)
IS THE AVERAGE HOURLY PERCENT COLD STARTS FOR
HOUR-OF-DAY H, DAY-OF-WEEK D, MONTH M, AND SOURCE I.

NOTE, FCSH(I,25) IS SET EQUAL TO FCSH(I,L)
INTERNALLY TO HANDLE THE DAYLIGHT SAVING TIME CONDITION.
FCSH IS INPUT RELATIVE TO "CLOCK" TIME. FOR INSTANCE,
FCSH(I,9) WOULD BE THE FACTOR FOR 9 AM STANDARD TIME
FOR NOVEMBER THROUGH APRIL, AND FCSH(I,9) WOULD BE THE
COLD START FACTOR FOR 9 AM DAYLIGHT SAVING TIME FOR MAY
THROUGH OCTOBER. SO THE TIME REFERENCE FOR FCSH (AND FOR
ALL INPUT TERMS WHICH ARE RELATIVE TO "CLOCK" TIME) IS
THAT TIME WHICH WE WOULD HEAD ON THE CLOCK. ANOTHER WAY

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TO EXPRESS THIS NOTION IS THAT "CLOCK" TIME REFERENCES ARE EITHER ST OR DST WHICHEVER IS APPLICABLE TO THE MONTH UNDER CONSIDERATION.

FCSM

REAL ARRAY -- DIMENSION 13,12 -- INPUT.

MONTHLY PERCENT COLD START FACTORS INDEXED BY SOURCE

AND MONTH. FCSM (I,M)*APCS(I) IS THE AVERAGE HOURLY

PERCENT COLD STARTS FOR MONTH M AND SOURCE I.

FDTD

REAL ARRAY -- DIMENSION 13.7 -- INPUT.

DAY-OF-WEEK PERCENT DIESEL TRUCK FACTORS INDEXED BY

SOURCE AND DAY. FDTD(I,D)*FDTM(I,M)*APDT(I) IS THE

AVERAGE HOURLY PERCENT DIESEL TRUCKS FOR DAY-OF-WEEK D,

MONTH M, AND SOURCE I.

FDTH

REAL ARRAY -- DIMENSION 13,25 -- INPUT.

HOUR-OF-DAY PERCENT DIESEL TRUCK FACTORS INDEXED BY

SOURCE AND HOUR. FDTH (I,M)*FDTD(I,D)*FDTM(I,M)*APDT(I)

IS THE AVERAGE HOURLY PERCENT DIESEL TRUCKS FOR

HOUR-OF-DAY H, DAY-OF-WEEK D, MONTH M, AND SOURCE I.

SEE NOTE UNDER FCSH.

FDTM REAL ARRAY -- DIMENSION 13, 2 -- INPUT.

MONTHLY PERCENT DIESEL TRUCK FACTORS INDEXED BY SOURCE

AND MONTH. FDTM(I,M)*APDT(I) IS THE AVERAGE HOURLY

PERCENT DIESEL TRUCKS FOR MONTH M AND SOURCE I.

REAL ARRAY -- DIMENSION 13,7 -- INPUT.

DAY-OF-WEEK PERCENT GAS TRUCK FACTORS INDEXED BY

SOURCE AND DAY. FGTD(I,D)*FGTM(I,M)*APGT(I) IS THE

AVERAGE HOURLY PERCENT GAS TRUCKS FOR DAY-OF-WEEK D,

MONTH M, AND SOURCE I.

FGTH

REAL ARRAY -- DIMENSION 13,25 -- INPUT.

HOUR-OF-DAY PERCENT GAS TRUCK FACTORS INDEXED BY

SOURCE AND HOUR. FGTH(I,H)*FGTD(I,D)*FGTM(I,M)*APGT(I)

IS THE AVERAGE HOURLY PERCENT GAS TRUCKS FOR

HOUR-OF-DAY H, DAY-OF-WEEK D, MONTH M, AND SOURCE I.

SEE NOTE UNDER FCSH.

FGTM

REAL ARRAY -- DIMENSION 13,12 -- INPUT.

MONTHLY PERCENT GAS TRUCK FACTORS INDEXED BY SOURCE AND MONTH. FGTM(I,M)*APGT(I) IS THE AVERAGE HOURLY PERCENT GAS TRUCKS FOR MONTH M AND SOURCE I.

FHSD

REAL ARRAY -- DIMENSION 13,7 -- INPUT.

DAY-OF-WEEK PERCENT HOT START FACTORS INDEXED BY

SOURCE AND DAY. FHSD (I,D)*FHSM(I,M)*APSH(I) IS THE

AVERAGE HOURLY PERCENT HOT STARTS FOR DAY-OF-WEEK D,

MONTH M, AND SOURCE I.

REAL ARRAY -- DIMENSION 13,25 -- INPUT.

HOUR-OF-DAY PERCENT HOT START FACTORS INDEXED BY

SOURCE AND HOUR. FHSH(I,H)*FHSD(I,D)*FHSM(I,M)*APHS(I)

IS THE AVERAGE HOURLY PERCENT HOT STARTS FOR

HOUR-OF-DAY H, DAY-OF-WEEK D, MONTH M, AND SOURCE I.

SEE NOTE UNDER FCSH.

FHSM

REAL ARRAY -- DIMENSION 13,12 -- INPUT.

MONTHLY PERCENT HOT START FACTORS INDEXED BY SOURCE

AND MONTH. FHSM (I,M)*APHS(I) IS THE AVERAGE HOURLY

PERCENT HOT STARTS FOR MONTH M AND SOURCE I.

FLTD

REAL ARRAY -- DIMENSION 13,7 -- INPUT.

DAY-OF-WEEK PERCENT LIGHT TRUCK FACTORS INDEXED BY

SOURCE AND DAY. FLTD(I,D)*FLTM(I,M)*APLT(I) IS THE

AVERAGE HOURLY PERCENT LIGHT TRUCKS FOR DAY-OF-WEEK D,

MONTH M, AND SOURCE I.

FLTH

REAL ARRAY -- DIMENSION 13,25 -- INPUT.
HOUR-OF-DAY PERCENT LIGHT TRUCK FACTORS INDEXED BY
SOURCE AND HOUR. FLTH(I,H)*FLTD(I,D)*FLTM(I,M)*APLT(I)
IS THE AVERAGE HOURLY PERCENT LIGHT TRUCKS FOR
HOUR-OF-DAY H, DAY-OF-WEEK D, MONTH M, AND SOURCE I.
SEE NOTE UNDER FCSH.

FLTM

REAL ARRAY -- DIMENSION 13,12 -- INPUT.

MONTHLY PERCENT LIGHT TRUCK FACTORS INDEXED BY SOURCE AND MONTH. FLTM(I,M)*APLT(I) IS THE AVERAGE HOURLY PERCENT LIGHT TRUCKS FOR MONTH M AND SOURCE I.

FTVD

REAL ARRAY -- DIMENSION 13,7 -- INPUT.

DAY-OF-WEEK TOTAL VEHICLE TRAFFIC VOLUME FACTORS INDEXED
BY SOURCE AND DAY. FTVD(I,D)*FTVM(I,M)*AHT(I) IS THE

AVERAGE HOURLY TRAFFIC VOLUME FOR DAY-OF-WEEK D, MONTH M,

AND SOURCE I IN VEHICLES/HOUR.

FTVH

REAL ARRAY -- DIMENSION 13,25 -- INPUT.
HOUR-OF-DAY TOTAL VEHICLE TRAFFIC VOLUME FACTORS INDEXED
BY SOURCE AND HOUR. FTVH (I,H)*FTVD(I,D)*FTVM(I,M)*AHT(I)
IS THE AVERAGE HOURLY TRAFFIC VOLUME FOR HOUR-OF-DAY H,
DAY-OF-WEEK D, MONTH M, AND SOURCE I IN VEHICLES/HOUR.
SEE NOTE UNDER FCSH.

FTVM

REAL ARRAY -- DIMENSION 13,12 -- INPUT.

MONTHLY TOTAL VEHICLE TRAFFIC VOLUME FACTORS INDEXED BY

SOURCE AND MONTH. FTVM (I,M)*AHT(I) IS THE AVERAGE HOURLY

TRAFFIC VOLUME FOR MONTH M AND SOURCE I IN VEHICLES/HOUR.

HGCO

REAL ARRAY -- DIMENSION 25,12 -- INPUT.

THE GEOMETRIC MEAN OF THE PPM CO BACKGROUND INDEXED BY HOUR AND MONTH. MGCO IS CONVERTED TO THE MEAN OF THE LN(CO)BEFORE USE. NOTE THAT MGCO(25,J) IS SET TO MGCO(I,J) INTERNALLY TO HANDLE THE DAYLIGHT SAVING TIME CONDITION. MGCO IS INPUT RELATIVE TO "CLOCK" (SEE FCSH)TIME. NOTE THAT MGCO IS VERY NEARLY APPROXIMATED BY THE ARITHMETIC MEAN. THUS, IF GEOMETRIC MEANS ARE UNAVAILABLE, THE ARITHMETIC MEANS MAY BE USED.

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NOMYR INTEGER SCALAR -- INPUT.

THE NOMINAL YEAR FOR THE ANALYSIS.

NS INTEGER SCALAR -- INPUT.
THE NUMBER OF SOURCES (ROADWAYS) USED IN THE ANALYSES.

OX,OY,OZ

REAL SCALARS -- INPUTS.

THE X, Y, AND Z COORDINATES OF THE RECEPTOR LOCATION IN METRES.

SGCO

REAL ARRAY -- DIMENSION 12 -- INPUT.

THE GEOMETRIC STANDARD DEVIATION OF THE BACKGROUND CO

INDEXED BY MONTH FOR CO IN PPM. SGCO IS CONVERTED TO

THE STANDARD DEVIATION OF LN(CO) BEFORE USE.

STAND REAL SCALAR -- INPUT.

THE CO LEVEL IN PPM NOT TO BE EXCEEDED MORE THAN ONCE PER YEAR.

STAND8

REAL SCALAR -- INPUT.

THE EIGHT HOUR CO STANDARD IN PPM NOT TO BE EXCEEDED MOR

THAN ONCE PER YEAR. THIS PROGRAM ASSUMES A COUNTING

SCHEME FOR THE EIGHT HOUR STANDARD WHICH SKIPS AHEAD

EIGHT HOURS WHENEVER AN EIGHT HOUR AVERAGED CO LEVEL

EXCEEDING STAND8 IS FOUND.

TEST LOGICAL SCALAR -- INPUT.

IF TEST . EQ. . TRUE. THEN THE PROGRAM WILL OUTPUT AUXILIARY INFORMATION FROM THE SIMULATION.

TS REAL ARRAY -- DIMENSION 13 -- INPUT.

THE SLOPE OF THE SPEED VOLUME RELATIONSHIP IN MPH/(VEH/HR) INDEXED BY SOURCE.

TSPD REAL ARRAY -- DIMENSION 13 -- INPUT.

THE POSTED SPEED LIMIT IN MPH INDEXED BY SOURCE.

X1,Y1 REAL SCALARS -- INPUTS.

THE X AND Y COORDINATES OF THE WEST-MOST END POINT OF A ROADWAY, IN METRES.

X2,Y2 REAL SCALARS -- INPUTS.

THE X AND Y COORDINATES OF THE EAST-MOST END POINT OF A ROADWAY IN METRES.

The next section details the specific input card sequence and format requirements for SIMCO.

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CARD SEQUENCE AND FORMAT

Input Data Requirements

Card 1, Format (12): NOMYR

Column 1: The nominal year of the analysis.

Card 2, Format (2(F5.0, 1X), L1): STAND, STAND8, TEST

Column 1: Maximum allowable one hour CO concentration in ppm.

Column 7: Maximum allowable eight hour CO concentration in ppm.

Column 13: In general use an "F". A value of "T" will generate additional histogram results. (see listing.)

Card 3, Format (3(Fg.0, 1X)): 0X,0Y,0Z

Column 1: The X coordinate of the receptor in metres.

Column 8: The Y coordinate of the receptor in metres.

Column 15: The Z coordinate of the receptor in metres.

Card 4, Format (I2): NS

Column 1: The number of line sources, (NS<13):

Let K = 4:

For I - 1 to NS (for each value of I, input the following card).

Card K + I, Format (4(F6.0,1X), F2.0,1X, F7.4):
 X1,Y1,X2,Y2,TSPD(I),TS(I)

Column 1: The X coordinate in metres of the West-most end of line source I.

Column 8: The Y coordinate in metres of the West-most end of line source I.

Column 15: The X coordinate in metres of the East-most end of line source I.

Column 22: The Y coordinate in metres of the East-most end of line source I.

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Column 29: The posted speed limit in mph for line source I.

Column 32: The slope in mph/veh of the speed capacity relationship for line source I.

Let K = 4+NS+1:

Let Card K, Format (F6.0): F

Column 1: The ratio of cold start non-catalyst operation to cold start catalyst operation.

Let K=K+1:

Card K, Format (13F6.0): (AHT(I), I=1, NS)

Column (6×I)-5: The annual average hourly traffic volume in veh/hr for source I, I-1 to NS.

Let K=K+1:

Card K, Format (13F6.0): (APGT(I),I=1, NS)

Column (6×I)-5: The annual average heavy duty gas truck percentage for source I, I-1 to NS.

Let K=K+1:

Card K, Format (13F6.0): (APDT(I), I=1,NS)

Column (6×I)-5: The annual average diesel truck percentage for source I,I-1 to NS.

Let K=K+1:

Card K, Format (13F6.0): (APLT(I), I=1, NS)

Column (6×I)-5: The annual average light truck percentage for source I,I=1 to NS.

Let K=K+1:

Card K, Format (13F6.0); (APHS (I), I=1, NS)

Column (6×I)-5: The annual average hot start percentage for source I,I=1 to NS.

Let K=K+1:

Card K, Format (13F6.0): (APCS(I), I=L, NS)

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Column $(6\times I)-5$: The annual average cold start (catalyst) percentage for source I, I-1 to NS.

For M = 1 to 12 (For each value of M, input the following group of six cards.)

Card $K+L+(M-1)\times 6$, Format (13F6.0) = (FTVM(I,M), 1-1,NS)

Column (6×I)-5: The monthly factor for the total hourly traffic volume for month M and source I, I-1 to NS.

Card $K+2+(M-1)\times6$, Format (13F6.0): (FGTM(I,M), I-1,NS)

Column (6×I)-5: The monthly factor for the heavy duty gas truck percentage for month M and source I, I=1 to NS

Card $K=3+(M-1)\times6$, Format (13F6.0): (FDTM (I,M),I=1, NS)

Column (6×I)-5: The monthly factor for the diesel truck percentage for month M and source I, I=1 to NS.

Card $K+4+(M-1)\times6$, Format (13F6.0): (FLTM (I,M), I=1, NS)

Column $(6 \times I)$ -5: The monthly factor for the light truck percentage for month M and source I, I=1 to NS.

Card $K+5+(M-1)\times6$, Format (13F6.0): (FHSM (I,M), I=1, NS)

Column $(6 \times I)-5$: The monthly factor for the hot start percentage for month M and source I, I=1 to NS.

Card $K+6+(M-1)\times6$, Format (13F6.0): (FCSM (I,M), I=1, NS)

Column $(6 \times I) - 5$: The monthly factor for the cold start (catalyst) percentage for month M and source I, I=1 to NS.

Next M:

Let K = K+72

For D = 1 to 7 (For each value of D, input the following group of six cards.)

Card $K+1+(D-1)\times 6$, Format (13F6.0): (FTVD (I,D), I=1, NS)

Column (6×I)-5: The day-of-week factor for the total hourly traffic volume for day D and source I, I=1 to NS.

Card $K+2+(D-1)\times6$, Format (13F6.0): (FGTD (I,D), I=1, NS)

Column (6×I)-5: The day-of-week factor for the heavy duty gas truck percentage for day D and source I, I-1 to NS.

Card $K+3+(D-1)\times6$, Format (13F6.0): (FDTD (I,D), I=1, NS)

Column (6×I)-5: The day-of-week factor for the diesel truck percentage for day D and source I, I=1 to NS.

Card $K+4+(D-1)\times6$, Format (13F6.0): (FLTD (I,D), I=1, NS)

Column (6×I)-5: The day-of-week factor for the light truck percentage for day D and source I, I=1 to NS.

Card $K+5+(D-1)\times6$, Format (13F6.0): (FHSD (I,D), I=1, NS)

Column (6×I)-5: The day-of-week factor for the hot start percentage for day D and source I, I=1 to NS.

Card K+6+(D-1)×6, Format (13F6.0): (FCSD (I,D), I=1, NS)

Column (6×I)-5: The day-of-week factor for the cold start (catalyst) percentage for day D and source I, I=1, to NS.

Next D:

Let K = K+42:

For H = 1 to 24 (For each value of H, input the following group of six cards.)

Card $K+1+(H-1)\times 6$, Format (13F6.0): (FTVH (I,H), I=1, NS)

Column (6×I)-5: The hour-of-day factor for the total hourly traffic volume for hour H and source I, I=1 to NS.

Card $K+2(H-1)\times6$, Format (13F6.0): (FGTH (I,H), I=1, NS)

Column (6×I)-5: The hour-of-day factor for the heavy duty gas truck percentage for hour H and source I, I=1 to NS.

Card $K+3+(H-1)\times6$, Format (13F6.0): (FDTH (I,H), I=1, NS)

Column (6×I)-5: The hour-of-day factor for the diesel truck percentage for hour H and source I, I=1 to NS.

Card $K+4+(H-1)\times6$, Format (13F6.0): (FLTH (I,H), I=1, NS)

Column (6×I)-5: The hour-of-day factor for the light truck percentage for hour H and source I, I=1 to NS.

Card $K+5+(H-1)\times6$, Format (13F6.0): (FHSH (I,H), I=1, NS)

Column (6×I)-5: The hour-of-day factor for the hot start percentage for hour H and source I, I=1 to NS.

Card $K+6+(H-1)\times6$, Format (13F6.0): (FCSH (I,H), I=1, NS)

Column (6×I)-5: The hour-of-day factor for the cold start (catalyst) percentage for hour H and source I, I=1 to NS.

Next H:

Let K = K+144+1:

Card K, Format (12F6.0): (SGCO (M), M=1, 12)

Column (6×M)-5: The geometric standard deviation of CO concentration (relative to ppm CO) for month M, M=1 to 12.

Let K = K+1:

504

For H = 1 to 24 (For each value of H, input the following card.)

Card K+H, Format (12F6.0): (MGCO (H,M), M=1, 12)

Column (6×M)-5: The geometric mean of CO concentration relative to ppm CO for hour-of-day H and month X, M=1 to 12.

Next H:

Let K = K+24+1:

Card K, Format (12, 1×, 12): DSTM1. DSTM2

Column 1: The first month of daylight saving time.

Column 4: The last month of daylight saving time.

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APPENDIX

EXAMPLE APPLICATIONS

AND

PROGRAM LISTING

. 3.03

EXAMPLE APPLICATIONS

Overview

In this section, three study examples are presented. Unlike worst-case modeling, SIMCO simulates concentrations using historically derived input data for each one-hour time period in a year and then evaluates the simulated concentrations statistically to provide direct comparison to the NAAQS's. The model requires input for all hours in a year. Even if only one air quality event is of concern, it must be evaluated in perspective with all other such events in a year. It is essential to input appropriate sourceemission data, background CO data (CO which would exist even if the highways were not present), and a representative meteorological record of statistically valid duration (e.g., ten years). Proper site selection is also necessary to obtain informative results. When a study site is analyzed with SIMCO, the reception is assumed to receive continuous year-round exposure (similar to that for a continuously monitored site). Although the sites and their associated geometry provided in the examples are hypothetical, efforts were taken to represent realistic study conditions.

For the examples, data inputs were obtained using Virginia-specific information with the exception of hot and cold operating condition estimates. These were derived from The Determination of Vehicular Cold and Hot Operating Fractions for Estimating Highway Emissions, September, 1978, by George Ellis et al., US DOT, FHWA. Data representative of background CO (which would exist even without the modeled highways) were obtained from monitoring records of a local air pollution agency. A ten-year meteorological record was obtained from a National Weather Service tape of data from a local airport.

Care was taken to assure that the hypothetical sites were located in microscale regimes. References on siting criteria should be consulted to determine proper application of the model. The receptor site coordinates in the examples identify the analyses as either hot spot or Environmental Impact Statement studies. The height of two metres represents approximate breathing height (over 1.5 metres). Monitor-siting guides would have dictated an elevation near three metres. SIMCO models all line sources as at-grade with surrounding terrain. Although receptor height is a variable input, it is relative to the same ground elevation as the source(s). Appropriate center of lane to receptor set-back distance will vary according to siting criteria guidelines. What is considered reasonable (or practical) can vary based on the objective, the type of study, and particular circumstances at a site. It should be recognized that SIMCO assumes year-round exposure at a receptor.

The probability of whether an actual receptor occupies a site on less frequent periodic intervals is not accounted for in the model. A site should, at a minimum, represent a location where the potential to violate the NAAQS's is high and where a member of the general public would have continuous year-round access (i.e., exposure).

As previously stated in this report, SIMCO computes the probability of violation based on a maximum likelihood analysis and provides additional information pertaining to the magnitudes and frequencies of carbon monoxide concentrations. The results of the maximum likelihood analysis are the preferred evaluative statistics as discussed by Carpenter in A Procedure for Estimating the Frequency Distribution of CO Levels in the Micro-Region of a Highway, June 1979, Virginia Highway and Transportation Research Council. Additional information is provided by SIMCO for research and comparison purposes.

The maximum likelihood analyses are based on a simulated history of CO concentrations. The output item Pl is the probability of any random one-hour concentration being greater than the specified standard. The output item POl is the probability of any random one-hour concentration less than the standard being followed by a one-hour concentration greater than the standard. The eight-hour maximum likelihood analysis is similar to the one-hour analysis. The only major difference is that the eight-hour analysis is based on overlapping eight-hour average concentrations.

In the lognormal (Larsen 1971) analysis performed by SIMCO, pollution levels are assumed to be identically distributed, sequentially independent random variables from a lognormal distribution. (An assumption which is not generally accepted.) SIMCO produces estimates of the maximum and second maximum concentration estimates based on the geometric mean and standard geometric deviation of the simulated levels. Using the mean and standard deviations of the natural logarithms from the example printout, and a normal cumulative distribution table, the Larsen one-hour probability of violating the NAAQS can be determined by first examining the area of probability (P_{t} , or $1-F(\chi)$) defined above the test point of Z standard deviations where

Z = ln (X ppm) - (Mean of the ln of the concentrations) (Standard deviation of the ln of the concentrations

and X = the specified standard. The probability (P_t) corresponding to the test point Z may be translated to the probability of exceeding the specified standard twice or more in any random year by substituting the value (P_t) into the equation

Probability of Violation =

$$1 - [1 - (P_t)]^{8,760} - 8760 (P_t) [1 - (P_t)]^{8,759}$$

In the binomial calendar year analysis performed by SIMCO, each simulated calendar year is tested for two or more one-hour concentrations exceeding the standard. Assuming independence between successive calendar years, the fraction of calendar years having two or more concentrations above the standard is the probability of violation.

The yearly average analysis performed by SIMCO provides the averages and standard deviations of the calendar-year average hour concentrations with and without the modeled highway sources. These statistics are similar to those traditionally found in monitoring summaries. The probability of violating a yearly-average hourly standard may be determined from these parameters by first determining Z as

and then finding the probability of exceeding Z.

Examples

The specific scenarios and analysis results for each example are discussed below. Dimensional illustrations of the site geometry and computer output for each example are also provided for reference. Data inputs prepared as described in the main text are provided on the computer output of each example.

Example A

General Description

In this example a study site adjacent to a six-lane, limited access highway is examined. The receptor is approximately eleven metres west of the center of the nearest lane. The highway is

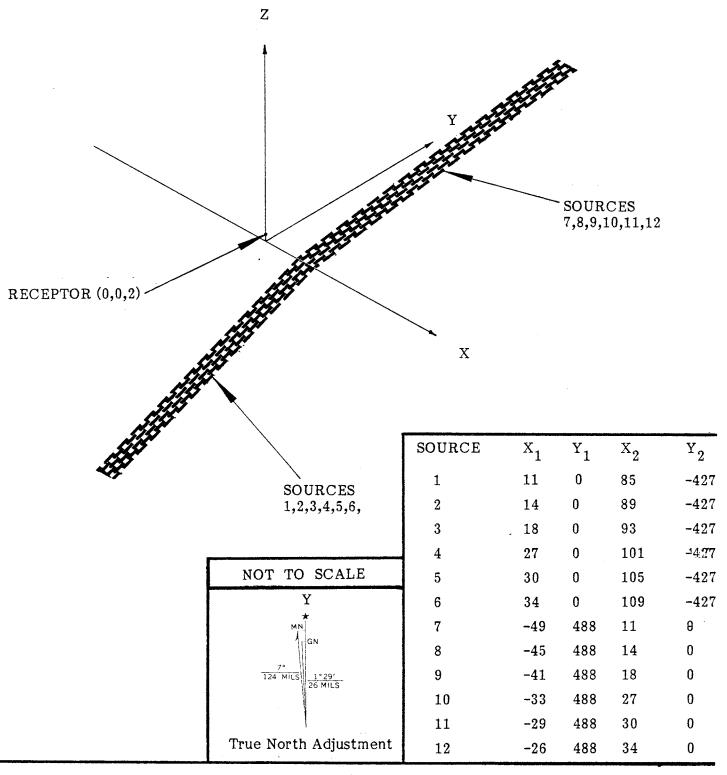
aligned in a north-south direction and carries bi-directional traffic of moderate volume (refer to Figure A-1 and the computer output sheets for example A). Northbound traffic is heaviest in the morning. Southbound traffic is heaviest in evening. Hot and cold vehicle operation modes vary by hour, but not by direction of travel. Monthly and day of week traffic and emission patterns do not vary appreciably. Average vehicle speed (posted speed) is 35 miles per hour (56.3 km/hr) and decreases approximately four miles per hour per thousand vehicles per hour per lane. The background CO (without the highway) is low to moderate (this fact is not readily apparent from the input). The data describe conditions for a nominal year of 1980. Ten years of hourly CO concentrations are simulated using ten years of meteorological data.

Analysis of Results

The maximum likelihood analysis shows that for this example the probability of violating the one-hour NAAQS is zero. The probability of violating the one-hour NAAQS with only CO background is, logically, also zero. The probability of violation assuming a lognormal fit of the simulated concentrations is also zero. This estimate was calculated using a test point, Z, of 4.93, which corresponds to a Pt below 0.000001. The binomial calendar year analysis also shows zero as the one-hour probability of violation.

The maximum one-hour simulated total concentration given in the output histogram is in the 19 to 20 ppm range and is higher than the 15 ppm maximum estimate based on the lognormal fit of the simulated concentrations. The maximum likelihood analysis eighthour probability of violation is zero. In view of these statistics the facility, as modeled for the nominal year, would not result in a violation of the NAAQS's at the hypothetical site.

Figure A-1. Example A.



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AUXILIARY PESULIS OBTAINED UNDER VARIGUS ASSUMPTIONS ARE INCLUDED UN THE FULLUMINS PAGE.

FOR THE PREDICTED CO. CUNCENTRATION (NO ASSUMPTIONS) WITH A STAMDARD OF 35.00 PPM.
THE ESTIVATE OF YEARLY AVERAGE CONCENTRATION IS 0.113885E JI PPM
THE STANDARD DEVIATION OF YEARLY AVERAGE CONCENTRATION IS 0.337444E-01 PPM
ASSUMING THAT THE ONLY SCURCE OF CO. 15 THE BACKGROUND CO. WITH A STANDARD OF 35.00 PPM
THE ESTIMATE OF YEARLY AVERAGE CONCENTRATION IS 0.640954E OU PPM
THE STAMDARD DEVIATION OF YEARLY AVERAGE CONCENTRATION IS 0.326638E-02 PPM

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• !	FREM THE ANALYSIS DE 10 YEARS OF SIMULATION DATA AITH AM ETCHT HOUR STANDARD DE 9.00 PPM PRUBB = 0.0 0/0 SPROBB = 0.0 0/0

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Example B

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General Description

In this example a study site located northeast of an intersection with three road approaches is examined. Each road approach consists of four lanes. The receptor, at its minimum distance from the sources, is east of the northernmost road section approximately five metres from the center of the nearest lane. (Refer to Figure A-2 and computer output sheets for example B). At this point, the receptor is unusually close to the road. The highways carry bi-directional traffic of moderate to heavy volume. Traffic is heaviest in the evening for southbound and westbound lanes. Northbound and eastbound volumes are heaviest in the morning. Hot and cold operation modes vary by time of day, although not by direction. Typical monthly and day-of-week volumes vary only a little. The speeds for the northern and southern road legs are 25 miles per hour (40.2 km/hr) and decrease by four miles per hour per thousand vehicles per hour per lane. The speed for the eastern leg is below the normal posted speed. All vehicles must perform a 90-degree turning movement, which decreases the operating speed for this leg near the intersection. The average speed is 20 miles per hour (32.2 km/hr) and decreases at a rate of six miles per hour per thousand vehicles per hour per lane. The data describe conditions for the nominal year 1980. The same background CO and ten-year meteorological record used in example A were used in this example.

Analysis of Results

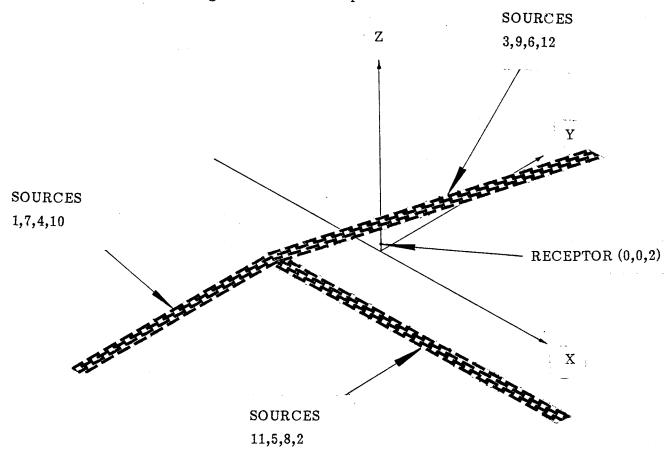
The maximum likelihood analysis shows that the probability of violating the one-hour NAAQS is 59.41 percent. This means that the likelihood of exceeding 35 ppm twice or more in any random oneyear period would be 59.41 percent. The probability of violating the one-hour NAAQS with only background CO is zero. This implies that the highways are the major contributors to the high CO concentrations. To determine the probability of violation assuming the lognormal fit, the test point Z is first calculated using 0.297424 and 0.774572, respectively, as the mean and standard deviation of the logarithms of the simulated concentrations. The resultant Z = 4.21 corresponds to a probability of violation of about 0.4 percent. The binomial calendar year analysis provides a probability of violation of 60 percent. The output histogram shows that out of ten years of simulated one-hour concentrations (87,647 hours), 20 one-hour concentrations exceeded 35 ppm. The Larsen lognormal fit estimate of the CO maximum is 25.8 ppm, assuming lognormality of the simulated levels. (Note that the output histogram shows 68 CO levels occurred in excess of 26 ppm.)

The eight-hour probability of violation from the maximum likelihood analysis is ll.ll percent. This is the likelihood of continuous eight-hour average concentrations being greater than 9 ppm twice or more in any random one-year period where overlapping periods in which the standard is exceeded are counted as a single occurrence.

In view of the proximity of the receptor to the road, this conclusion is not surprising. The likelihood of violating the eight-hour NAAQS may seem surprisingly low (11.11 percent) in view of the one-hour results. However, as indicated earlier, the background CO is low and adverse source-emission and meteorological conditions must persist for periods up to eight hours to yield high eight-hour concentrations. The likelihood of violating the eight-hour NAAQS in any random one-year period is only 11 percent and should not be a primary concern. When analysis results (such as those given in this example for the one-hour probability of violation) are borderline between violating and not violating the standards, the modeler should reexamine his initial assumptions and consider whether his input data could be detailed further.

EXAMPLES B & C

Figure B-1. Examples B & C.



	SOURCE	$\mathbf{x_1}$	Y ₁	$\mathbf{x_2}$	Y 2
	1	-19	-25	-14	-500
	2	- 9	-20	300	- 20
	3	-19	-25	80	-500
	4	-13	-25	- 8	-500
NOT TO SCALE	5	-10	-26	300	- 26
Y	6	-13	-25	92	500
★ MN	7	-16	-25	-11	-500
1 GN	8	-10	-23	300	- 23
7° 124 MILS 1°34′	9	-16	-25	89	500
28 MILS	10	-10	-25	- 5	-500
	11	-10	-29	300	- 29
True North Adjustment	12	-10	-25	95	500

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1.2400	,00	0.020	009.0	-0	0.070	0.070	0.090	1.180	0.220	0.190	0.690	1.200	1.300	1.630	1.230	1.080	2.310	2.020	1.230	0.900	2,380	2.390	1.710	1.230	0.780	2.600	2.490	1.830	0.790	1.360	1.730	1.830	0.780	1.380	2.020	1.660	0.790	1.500	2.240	1.620	1.210	0.760	-	2.110	1.380
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GEOMETRIC STANDARD DEVIATIONS OF BACKGROUND CO BY MONTH FOR CO IN PPM

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MONTH AND HOUR

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BACKGROUND

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OF PPM

GEOMETRIC MEANS

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FROM THE MAXIMUM LIKELYHOOD ANALYSIS WITH A STANDARD OF 35.CO PPM
THE ESTIMATE OF P1 IS 0.228188E-03 WITH A STANDARD ERROR OF 0.510186E-C4
THE ESTIMATE OF POI IS 0.228240E-03 WITH A STANDARD ERRCR OF 0.510305E-04 WHICH YIELD A PROBABILITY OF VIOLATING THE CO STANDARD OF 59.41 0/0 WITH A STANDARD ERROR OF 8.56 0/0
AUXILIARY RESULTS OBTAINED UNDER VARIOUS ASSUMPTIONS ARE INCLUDED ON THE FOLLOWING PAGE.

	EGR THE PREDICTED CO CONCENTRATION (NO ASSUMPTIONS) WITH A STANDARD OF 35.00 PPM
A management of mineral services.	THE ESTIMATE OF YEARLY AVERAGE CONCENTRATION IS 0.185800E 01 PPM
	THE STANDARD DEVIATION OF YEARLY AVERAGE CONCENTRATION IS 0.977148E-01 PPM
	ASSUMING THAT THE ONLY SOURCE OF CO IS THE BACKGROUND CO WITH A STANDARD OF 35.00 PPM
The state of the s	THE ESTIMATE OF YEARLY AVERAGE CONCENTRATION IS 0.640854E CO PPM
	THE STANDARD DEVIATION OF YEARLY AVERAGE CONCENTRATION IS 0.326638E-02 PPM
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	.0 .LT. X .LE.	13125	25317
1.	O .LT. X .LE.	2504	6835
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1.	9.0 alla X alla	263	1059
	0.0 .LT. X .LE.]	193	796 603
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SIMULATION HISTOGRAM

10 YEARS CF. SIMULATION DATA WITH AN EIGHT HOUR STANDARD DE 9.00 PPM
PRQB8 = 11.11 G/O SPRQB8 = 9.93 G/O

Example C

General Description

In the previous example, the background CO geometric means varied by month, but not by hour. In almost all cases background CO will usually vary from hour to hour. To illustrate the effect of having more detailed data, the same inputs used in example B were used in this example, except that the monthly and hourly geometric means for the background CO were adjusted to reflect differences for each hour of day (refer to computer output sheets for example C).

Analysis of Results

Comparison of the results from this example with those of example B shows that, with the exception of the mean of the logarithms of the simulated concentrations and the one-hour probability violation with only the background, all statistics are increased for example C. The probability of violating the onehour NAAQS, assuming the lognormal fit, is 3.65 percent for this This was calculated with the test point Z = 3.96 based on the mean and standard deviation of the logarithms for the simulated concentrations and a corresponding Pt of 0.00034. The lognormal projection for the maximum CO concentration is 30.96 ppm. The histogram, however, shows that 42 one-hour concentrations exceeded 31 ppm out of the 87,647 simulated hours. The maximum likelihood analysis results show a one-hour probability of violation of 66.91 percent. The binomial calendar year analysis shows a one-hour probability of violation of 70 percent. The maximum likelihood eight-hour probability of violation is increased to 18.9 percent.

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GAS TRUCK, CIESEL TRLCK, LIGHT TRLCK, HOT START, AND COLD START FACTCRS EY SCURCE FOR	C.360C C.27CC C.27CC 0.27C0 0.36C0 0.36C0 0.360C 0.2700 C.27C0 (.2700	C.070C 0.1400 C.1400 C.140	0.1000 0.1000 0.1000 0.100	C.1700 0.2200 0.2200 0.220	C.32CC C.32GO C.32CO 0.32G	1.4400 "1.4400 "" 1.4400 "" 1.440	C.2200 0.1100 0.1100 0.110	0.0700 "0.0700 "0.0700 "0.070	0.0 0.1300 0.1000 0.1000	0.10.C 0.07.00 C. C7.C0 C.07.0	0.5200 0.5200 0.5200 C.520	1.3000 1.3000 1.3000 1.300	0.1500 0.1100 0.1100 0.110	0.0 0.0 0.0700 0.0700 0.070
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TRLCK, 1	0.3600	0.0700	0.1000	0.1760	0.3200	1.4400	0.2260	0070.0	0.0	0.1000	0.5200	1.3000	0.1500	0.0
, L16H1	0.2700	0.1400	0.1000	0022.3	0.3200	1.4400	0.1100	0.070.0	C.10C0	0.0700	0.5200	1.3000	0.1100	0070.3
EL TRLCK	C.27CC	0.1400	0.1000	C.22CC	0.3260	1.4400	0.1100	0070.0	0.1000	0.0700	0.5200	1.3006	0.1100	0.0766
CK, CIES	0.2766	0.1400	0.1000	0.2200	0.3200	1.4400	0.1160	0.0700	0.1000	0.1700	0.5200	1.3000	0.1100	1076
CAS TRU	0.3600	0.0700	C.1000	0.1700	0.3200	1.4400	0.2200	_0010.J	0.0	0.001.3	0.5200	1.3000	0.1500	0.0
AVY CUTY	ċ.3600	0.0700	0.1000	0.1700	0.3200	1.4400	0.2200	00700	0.0	0.1000	0.5200	1:3000	C.150C	0.0
TOTAL TRAFFIC VOLUPE, HEAVY CUTY	0.36.0	0070.0	0.1000	0.1700	0.3200	1.4400	0.2200	0.070	0.0	0.1000	0.5200	1.3000	0.1500	0.0
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FRCM IFE AND	FREM I FE ANALYSIS UF 10 YEARS CF SIMULATION DATA WITH AN EIGHT HOUR STANCARD CF 5.00 PPM
	FRCEB = 18.90 0/0 SPRCBB = 12.38 C/0
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ر		050000	02/11/81
<u>ه</u> د د		090000	62717/81
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	ITY THAT A HIGHWAY FACTI	0000140	02/17/81
	CE ROADWAY SEGMENTS) WILL PRODUCE HOURLY CO LEVELS	6660156 8 6660160	02/26/81
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JATES!	FR CLASS.COUNT.DAY.DSTM1.DSTM2.H.1.1X.1V.1VR.11,12,18,168,	000000	02/24/81
1.691+	+169.170,171,172,173,174,175,178,179,3,3CS,JHS,JS,JT,K,KALPHA,	00000270	02/24/81
+KDUNT	+KOUNT, LABEL, LYR, M, NOMYR, NS, NUM, NUMA, NII, NIIA, TKONI, TOTAL, VCOUNI,	JCCOZEC	C2/24/81
+ YEAR	1	0000290	C2/24/81
C		0000300	02/11/81
	INTEGER HISTOG(511, RECORD(1000)	0160300	18/5//20
RFA!	1, 112, 413,	00000	02/11/81
+A16.A	A25, A26, A27, A28, A29, A	000000	18/11/20
+A32.4	+#32-#33;#34;#35;#36;#37;#38;#39;#40;#41;#42;#43;#44;#45;#46;#41; +#48;#49;#50;#51;#52;#53;#54;#55;#56;#57;#58;#59;#60;#61;#62;#63;	CCCC350	62/17/81 C2/17/81

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### PERIOD 0611-01 0.127-01-124-0.099-C-C-99-0-069-C-099-C-099-C-091	DATA FEGY 10.061,0.116,0.122,0.124,0.098,C.CnB,C.C79,C +0.040,0.030,0.020,0.021,0.019,0.016,0.014,0.012,0.012,0.011 +0.031,0.023,0.013,0.136,0.129,0.027,0.087,0.068,0.005 DATA FFC 106,0.142,0.133,0.123,0.108,0.012,0.011,0.006 +0.035,0.023,0.016,0.142,0.133,0.123,0.108,0.003,0.001,0.006 +0.035,0.023,0.016,0.142,0.133,0.123,0.108,0.003,0.002,0.003 A,B,C,D REAL SCALARS CALCULATED. AHT REAL ARRAY DIMENSION 13 INPUT. THE ANNUAL AVERAGE TRAFFIC VCLUPE IN VEHICLE INDEXED BY SOURCE. ALPHA REAL SCALAR CALCULATED/INPUT. THE WIND DIRECTION THE WIND IS COPING FRALPHA IS THE DIRECTION THE WIND IS COPING FRALPHA IS THE DIRECTION THE WIND IS COPING FRALPHA IS THE DIRECTION THE WIND IS COPING FRANUAL AVERAGE PERCENT COLD STARTS INDEXED IN ANNUAL AVERAGE PERCENT COLD STARTS INDEXED IN AND AVERAGE PERCENT COLD STARTS INDEXED IN AND AVERAGE PERCENT COLD STARTS INDEXED IN AND AVERAGE PERCENT COLD STARTS INDEXED IN AND AVERAGE PERCENT COLD STARTS IN AVERAGE PERCENT COLD STARTS IN AVERAGE PERCENT COLD STARTS IN AVERAGE PERCENT COLD STARTS IN AVERAGE PERCENT COLD STARTS IN AVERAGE PERCENT COLD STARTS IN AVERAGE PERCENT COLD STARTS IN AVERAGE PERCENT COLD S	063, 6, 049, 0601 0, 010, 0, 609, 0601 057, 0, 044, 0601 0, 008, 0, 007, 0001 0601 0601	02/17/81 C2/17/81 G2/17/81	A A A A A A A A A A A A A A A A A A A
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REAL ARRAY — DIMENSION L LIGHT TRUCK EMISSION FACT AT 19.6 MPH INCEXED BY CO TEMPERATURE. REAL ARRAY — CIMENSION I PASSENGER CAR EMISSION FA AT 19.6 MPH INDEXED BY CO	5,9,11 CALCULATED.	717777	18/41/20
LIGHT TRUCK EL AT 19.6 MPH I TEMPERATURE. REAL ARRAY — PASSENGER CAR	1111		
AT 19.6 PPH II	ORS IN GMICO)/FILE/VEHI	20	02/11/81
REAL ARRAY TO PASSENGER CAR AT 19.6 PPH II	LD STAR	0002030	62/17/81
REAL ARRAY —— PASSENGER CAR AT 19.6 PPH II		00000	C2/17/81
PASSENGER CAR	1.0.1	0602000	19/11/20
AT 19.6 MPH II	CTORC	6662070	62717/81
	NDEKED BY COLD STARTS, ECT STARTS, AND	CCCCCHO	02/17/81
- HALLAIOKE.	H L'	0002000	02/17/81
	to beautiful to the term of the property of the decided by the term of the ter	0002100	C2/11/81
REAL SCALAR INPUT.			02/11/81
THE RATIO OF COLU START N	COLD START NON-CATALYST OPERATION TO COLD		18/11/20
START CATALYS	CATALYST CPERATION.	761200	18/11/20
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SOURCE AND DAY. FCSD(1.0	Y. FCSD([,D)*FCSH([,H)*APCS([) IS THE	6002176	C2/17/81
AVERAGE HOURL	يب	0002180	02/17/81
MONTH M, AND SCURCE 1.		0002190	. 1871179
			C2/11/81
REAL ARRAY			02/11/81
HOUR-OF-DAY PERCENT COLD			18//1/20
	UR. FCSH(1,H)4FCSU(1,D)4FCSM(1,M)4AFCS(1)		18//1/20
IS THE AVERAGE	HUCKLY PER		10/11/20
HUUK-UI-UAY 118	MITE ECCHIL 251 IS SET FORM TO ECCHIL	_	1071170
INTERNALLY TO	INTERNALLY TO HANDLE THE DAYLIGHT SAVING TIME CCNCTTION	١.	62/11/81
FCSH IS INPUT	RELATIVE TO "CLOCK" TIME. FOR INSTANCE,		02/17/81
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FOR NUVEMBER THROUGH APRI	THROUGH APRIL, AND FCSH(1,9) WOULD BE THE		C2/11/81
COLD START FA	M DAYLIGHT SAVING TIME FOR PL		02/11/81
THRUUGH UCTUBER. SU THE	CHAR KEFEKENCE FUK FOSH LAND	*	18//11/20
THAT TIME WHE	CH WE WOULD READ ON THE CLOCK. ANOTHER WAY	AY 0002340	02/17/81
TO EXPRESS THIS NOTION IS	IS NOTION IS THAT "CLOCK" TIME REFERENCES	Ī	62/11/81
ARE EITHER ST	ST OR EST WHICHEVER IS APPLICABLE TO THE MO	I	C2/17/81
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REAL ARKAY	DIMENSION 13,12 INPUT.	086.2000	18//1/20
AUNITER PERCENT COLO NIAR	NI CCLO SIARI FACIORS INDEXED OF SUCRCE	3662330	19/11/20
DEUCENT CONDICENDE EDO L	CTABLE FOO BONTH M AND COMMENT	075700	0271781
ביניניו בחרם		0002420	62/17/81
REAL ARRAY	DIMENSION 13.7 INPUT.	0002430	2/17
DAY-OF-WEEK PERCENT	DIESEL TRUCK	0002440	02/17/81
SCURCE AND DAY.	FOTULI, D) * FOTH (1, P) * APOT(T) (S THE		02/17/81
AVERAGE HOURLY	ERCENT DI		C2/11/101
MONTH M. AND	SOURCE 1.	0002470	02/17/81
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HEAL ARRAY DIMINSION I	DIMENSION 130-25 INPOL. BOCCAT DIRECT TOUCK EACTODS INDEXED BY	0642000	19/11/20
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FOTO	REAL ARRA DIPENSION 13,12 INPUT. C002550 C027	HEAL ARRAY DIPENSION 13,12 INPUT. HOWTHLY PERCENT BIESE TRUCKS FOCURS INDEXED BY SUURCE AND WAITH. PERCENTI DIESEL TRUCKS FOR WOMIN P AND SUURCE I. DIAY-ON-REA FREEK FREEKT GAS RUCK FACTERS INCERED BY SOURCE I. ANY-ON-REA FREEK FREEKT GAS RUCK FACTERS INCERED BY SOURCE AND DAY. FCIDIL, D)**FGIRLLP, PAPOTITI IS THE AND CAN-OF-WERK D. HOWITH AND SOURCE I. REAL ARRAY DIHENSION 13,75 INPUT. FOR MOIL PERCENT GAS RUCK FACTORS INDEXED BY SOURCE I. SOURCE AND HOUR. FGIRLL HY**FGIRLLP, PAPOTITI IS THE AND SOURCE I. SOURCE AND HOUR. FGIRLLH, PAPOTITI IS THE AND SOURCE I. SEE NOTE WORE FGIRL HOT STATA FACKORS INDEXED BY SOURCE AND HOUR. FGIRLH, HY**FGIRLP, PAPOTITI IS THE AVERAGE HOURLY PRECENT GAS TRUCK FECTORS INDEXED BY SOURCE I. REAL ARRAY DIHENSION 13,12 INPUT. PRECENT GAS TRUCK FECTORS INDEXED BY SOURCE I. SEE NOTE WOOR FCST. HOWITHLY PRECENT GAS TRUCK FECTORS INDEXED BY SOURCE AND HOUR. PHYSICITI IS THE AVERAGE HOURLY PRECENT HOT START FACKORS INDEXED BY SOURCE I. AND HOUR PRECENT GAS TRUCK FECTORS INDEXED BY SOURCE AND HOUR. PHYSICITI IS THE AVERAGE HOURLY PRECENT HOT START FACKORS INDEXED BY SOURCE AND HOUR. PHYSICITI IS THE AVERAGE HOURLY PRECENT HOT START FACKORS INDEXED BY SOURCE I. AND HOUR DE-DAY PRECENT HOT START FACKORS INDEXED BY SOURCE HOURLY PRECENT HOT START FACKORS INDEXED BY SOURCE I. AND HOUR DE-DAY PRECENT HOT START FACKORS INDEXED BY SOURCE HOURLY PRECENT HOT START FACKORS INDEXED BY SOURCE I. FREAL ARRAY DIMENSION 13,72 INPUT. FREAL ARRAY DIMENSION 13,72 INPUT. FREAL AND HOUR. FISHITI IS START FACKORS INDEXED HOURLY PAPOTITI IS THE AVERGE HOURLY PAPOTITI IS THE AVERGE HOURLY PAPOTITI IS THE AVERGE HOURLY PAPOTITI IS THE AVERGE HOURLY PAPOTITI IS THE AVERGE HOURLY PAPOTITI IS THE AVERGE HOURLY PAPOTITI IS THE AVERGE HOURLY PAPOTITI IS THE AVERGE HOURLY PAPOTITI IS THE AVERGE HOURLY PAPOTITI IS THE FIRST CO INDICATOR IN THE SIMILATED CONCASCUENCE. THE FIRST CO INDICATOR IN THE SIMILATED CONCASCUENCE. THE FIRST CO INDICATOR IN THE SIMILATED CONCASC	
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15 THE AVERAGE HOURLY PECKIN GAS TRUCKS FOR HOURG-C-FOAT H, GAP T-G-WEEK D, MONTP M, AND SOURCE I, 0002720 SEE MOTE UNDER FCSH. BEAL ARRAY CHHENSION 13,12 INPUT. SEE MOTE UNDER FCSH. MONTHLY PECKIT GAS TRUCK FACTORS INCEKEE MY SOURCE AND MONTH. FGINILL, MIAPORITI IS THE AVERAGE HOURLY OCCUPATION OF THE CONTROL OF STANT FACRORS INDEXED BY OCCUPATION OF THE CHANNEY HOUSE TO SOURCE I. OCCUPATION OF THE CHANNEY HOUR TO STANT FACRORS INDEXED BY OCCUPATION OF THE CHANNEY HOUR TO STANT FACRORS INDEXED BY AND HOUR FISCH HOI STANT FACRORS INDEXED BY OCCUPATION OF THE CHANNEY HOUR COURTE COURTE AND HOUR FISCH HOI STANT FACRORS INDEXED BY SOURCE AND DAY FISCH HOI STANT FACRORS INDEXED BY OCCUPATION OF THE CHANNEY HOUR COURTE COURTE AND HOUR FISCH HOI STANT FACRORS INDEXED BY SOURCE AND HOUR FISHHITH HAND STUNCE I. OCCUPATION OF THE AVERAGE HOUR Y PACE HOUR Y COURTE COURTE SEE NOTE AVERAGE HOUR Y PERCENT HOI STANT FACTORS INDEXED BY OCCUPATION OF THE AVERAGE HOUR Y PACE HOUR Y COURTE COURTE SEE NOTE AND HOUR FCSH. NOW THEY PERCENT HOI STANT FACTORS INDEXED BY OCCUPATION OF THE STANT FACTORS INDEXED BY OCCUPATION OF THE STANT FACTORS INDEXED BY AND HOUR FILES HAS BEEN FEATHER. OCCUPATION OF THE STANT FACTORS INDEXED BY AND HOUR FILES HAS BEEN FEATHER. OCCUPATION OF THE STANT FACTORS INDEXED BY OCCUPATION OF THE FACTOR BY STANT FACTOR OCCUPATION OCCUP	15 STOKEE AND HOURS, TO PREAD IN THIS PARTITION OUT OF THE AND STOKE IN CORRECTION OUT OF THE AND STOKE IN CORPTO OUT OF THE AND STOKE IN CORPTO OUT OF THE AND STOKE IN CORPTO OUT OUT OUT OUT OUT OUT OUT OUT OUT O	1.5 THE ARRAGE HOUREY PERCENT GAS TRUCKS FOR HOUR-OF-DAY H, CAY-OF-WEEK D, MONTH H, AND SOURCE 1. SEE NOTE UNDER FCSH. HOUR-OF-DAY H, CAY-OF-WEEK D, MONTH H, AND SOURCE FOUNDED HOUREY PERCENT GAS TRUCK FACTORS INCEXED BY SOURCE AND HOURLY PERCENT GAS TRUCK FACTORS INCEXED BY DAY-OF-WEEK PERCENT HOI START FACRORS INCEXED BY DAY-OF-WEEK PERCENT HOI START FACRORS INCEXED BY DAY-OF-WEEK PERCENT HOI START FACRORS INCEXED BY SOURCE HOURLY PERCENT HOI START FOR CAY-CF-WEEK C, HONTH H, AND SOURCE T, TOWN FOR THE FIRST TO START FACTORS INCEXED BY SOURCE HOURLY PERCENT HOI START FOR CAY-CF-WEEK C, HONTH H, AND SOURCE T, HOUR-OF-DAY PERCENT HOI START FACTORS INCEXED BY SOURCE HOURLY PERCENT HOI START FOR DAY-OF-WEEK D, PCNTH-P; AND SCURCE T, HOUR-OF-DAY H, DAY-OF-WEEK D, PCNTH-P; AND SCURCE T, HOUR-OF-DAY H, DAY-OF-WEEK D, PCNTH-P; AND SCURCE T, HOUR-OF-DAY H, DAY-OF-WEEK D, PCNTH-P; AND SCURCE T, HOUR-OF-DAY H, DAY-OF-WEEK D, PCNTH-P; AND SCURCE T, HOUR-OF-DAY H, DAY-OF-WEEK D, PCNTH-P; AND SCURCE T, HOUR-OF-DAY H, THE STARTS FOR HOUR FEBLING CONC SEQUENCE. STAR AREA SCALAR CALCULATED. THE FIRST CO INDICATOR IN THE STRULATED CONC SEQUENCE. THE FIRST CO INDICATOR IN THE STRULATED CONC SEQUENCE.	-,
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	INTEGER SCALAR CALCULATED. THE YEAR FUR THE LAST METEUROLUSICAL INPUT RECORD.	CCC415C CCC416O CCC417O CCC41BC	C2/17/81 C2/17/81 O2/17/81 C2/17/81
	MONTH. MONTH.	0004190 0004200 0004210	C2/17/81 G2/17/81 C2/17/81 C2/17/81
1	5,12 [NPUI.	0004230 0004240 0004250	62/17/81 62/17/81 62/17/81
	THE PPM CC BACKGRCUNE CD 1S CONVERTED TO TH TE THAT MGCO(25,J) 1S C HANDLE THE DAYLIGHT	0004260 C004270 C004280 0004290	C2/17/81 02/17/81 C2/17/81 C2/17/81
i i	THE CONDITION. PGCO IS INPUT RELATIVE TO "CLGCK" (SEE FCSH) TIPE. NOTE THAT MGCO IS VERY NEARLY APPROXIMATED BY THE ARITHMETIC MEAN. THUS, IF GEOPETRIC MEANS ARE UNAVAILABLE, THE ARITHPETIC PEANS PAY BE USED.	0004300 0004310 0004320 0004330	02/17/81 C2/17/81 C2/17/81 02/17/81
1 1	MINDSPEED IN METERS/SECOND.	0004350 0004360 0004370 0004370	C2/17/81 C2/17/81 C2/17/81
	THE NUMBER SCALAR INPUT: THE NUMBER OF SCALAR INPUT. THE NUMBER OF SCURCES (ROADWAYS) USED IN THE ANALYSES.	0004390 0004400 0004410 0004420	
	GER SCALAR CALCULATED. NUMBER OF SIMULATED GONG LEVELS EXCEEDING GER SCALAR CALCULATED.	CCC4430 CCC444C CCC444C CCC446C 000445C 0004470	02/17/81 02/17/81 02/17/81 02/17/81 02/17/81
1	GER SCALAR CALCULATED. NUMBER OF SEQUENTIAL PAIRS OF SIMULATED CON H EXCEED STANG.	0004490 0004490 0004510 0004510	C2/17/81 02/17/81 02/17/81 C2/17/81
	INTEGER SCALAR CALCULATED. THE NUMBER OF SEQUENTIAL PAIRS OF SIMULATED CONCA LEVELS WHICH EXCEED STAND.	0004830 0004830 0004850	02/17/81 02/17/81 02/17/81 02/17/81
70•	REAL SCALARS INPUTS. THE X, Y, AND Z CCORDINATES OF THE RECEPTOR LOCATION IN METERS.	0004570 0004580 0004590 0004600	02/17/81 02/17/81 02/17/81
	10.	0004610 0004620 0004630 0004640	02/17/81 02/17/81 02/17/81 02/17/81
1	REAL SCALAR CALCULATED. THE PERCENT OF COLD START OPERATION, NCN-CATALYST. REAL SCALAR CALCULATED.	CCC465C 0004660 0004670	C2/17/81 C2/17/81 O2/17/81 C2/17/81

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?	PERCENT OF FOI START OPERATION.	0004150	62/17/81	
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	THE PREVIOUS CONC.	CCC4760	62/11/81	
PRCENA	en en der de la companyación de	0004170	C2/17/81	
	VALUE OF THE PREVIOUS CONCA.	0064760	C2/17/81	
		0004190	C2/17/81	
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	THAT CO . GI. STAND INICE DR MORE IN ANY DERICH.	0004810	02/11/81	
		0004830	C2/17/81	
PROBB		0004840	C2/24/81	
	THAT THE EIGHT HOUR AVERAGED CO . GT.	0004850	02/24/81	
	VOLUMENT TO THE STATE OF THE ST	CCC487C	(27/24/8)	
P01		0004880	02/17/81	
	PROBABILITY FROM STATE=(CONC .LE. STAND) IC	0034890	02/11/81	
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10	REAL COSTAR CALCINATED	0004910	02/11/81	
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		0004940	C2/17/81	
æ	AL ARRAY DIMENSION 8 CALCULATEC.	0464950	02/24/81	And the same of the first first second or produced to the same of
	CONC VALUES.	0004960	62/24/81	
RECORD	CALCULATED.	0004980	02/24/83	
	IN IS THE SIMULATION HOUR AT WHICH THE ETCHT HEUR	0667000	02724/81	
	FNTRATION EXCEEDED STANDB THE 1TH TIME.	0005000	C2/24/81	
	CALCINATED.	0005010	62/24/81	
	AVERAGE ROUTE SPEED IN MPH.	00000	02/17/81	and the second s
		000000	62/17/81	
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	STARGARU EEVIALIUN UT LOUNG.	2002000	18//1/20	
SCDI	56 CALCULATED.	0005000	C2/11/81	
	CORRECTION FACTORS FOR DIESEL TRUCKS INDEXED	0605000	02/17/81	
	AMPARA AM	001000	CZ/1//81	
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SCPC	CARRAY UIMENSION 36 CALCULATED.	0005200	_	
	S FUR PASSENGER CARS INDEXED	0005210	C2/17/61 02/17/81	
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	LN(CO) REFORE USE.	0005280	18/11/0
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	ED	0005310	02/11/81
3	UIESEL TRUCKS AT S MPH.	000000	10711750
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nΙ	·	2966023	C2/17/81
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g 1 (9)	t	0065300	02/17/81
	COLTIST RETURNS THE SPEED CORRECTION FACTOR FOR	2005390	C2/17/81
7		22460	C2/17/81
		C005410	02/17/81
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	SPEED C	0005440	C2/17/81
d	PASSENCER CARS AT S MPH.	0005450	18/11/20
		0005460	C2/11/81
SPRCBR	REAL SCALAR CALCULATED.	0005470	C2/11/81
	STANDARD ER	0005480	C2/17/81
		0675000	02/11/81
SPRCB6 R	CALCULATED.	225522	C2/24/81
İ	AN UPPER BOUND ON THE ERROR CF ESTIMATE OF PROBB.	0155000	02/24/81
		0005520	02/24/#1
SP01 R	SCALAR CALCULATED.	00000	62/1//81
_	THE STANDARD ERROR OF ESTIMATE OF POL.	0005540	C2/17/81
		0005550	19/11/20
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· .	HE STANDARD ERROR OF THE ESTIMATE OF PIO	076022	12/11/61
		0000000	10771763
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j		0002620	02/17/81
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	CO STANDARD IN PPW NCT TO BE EXCEEDED MO	RE 0005640	C2/24/81
	FAR. THIS PROGRAM ASSUMES	0005650	02/24/81
S	THE EIGHT HOUR	2995000	02/24/81
	IGHT HOUR AVERAG	0005670	C2/24/81
.	EXCEEDING STANDE IS FOUND.	0005680	62/24/81
		0,600,000	18/57/20
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• 1	TRUE. UNTIL THE FIRST CO CONCENTRATION HAS BEEN	0114000	18/11/20
ر	CALCULAITO.	0216000	18/11/20
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יי ני	IF TEST .EO. TRUE. THEN THE PROGRAM WILL QUIPUT	0005840	02/17/81
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J	THE NUMBER OF HOURS IN AN AVERAGE YEAR.	0609000	02/11/R1
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UdSI	REAL ARRAY DIMENSION 13 INPUT.	06 1 90 00	02/17/81
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7		251922	C2/11/H1
C TVOL	REAL SCALAR CALCULATED.	0919000	C2/11/81
	NERATED	0719000	02717/81
U	NORMAL APPROXIMATION TO THE POISSON DISTRIBUTION.	0006180	C2/17/81
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	THE NUMBER OF VIOLATING YEARS IN THE CONC SIMULATION.	0129000	02/17/81
U		0006220	C2/11/81
C VCONC	REALT SCALAR CALCULATED.	0000330	02/17/81
U	THE VARIANCE OF YCONG.	0666240	62/17/81
	AND THE PROPERTY OF THE PROPER	CC0625C	C2717781
C VCONCA	REAL SCALAR C	0006260	G2/11/P1
Ů,	THE VARIANCE OF YCONCA.	5036273	02/17/81
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RADIS,50031 (FHSFILLJI, F=1,NS) REAUG,50031 (FHSFILLJI, F=1,NS) REAUG,50031 (FCSFILLJI, F=1,NS) REAUG,50031 (FCSFILLJI, F=1,NS) REAUG,50031 (FTVDILJI, F=1,NS) REAUG,50031 (FTVMILJI, F=1,NS)	721723
MRTHE 6, 6527 J. J. FLYNIE J. J. FL. NS J. MRTHE 6, 6529 J. J. FCSY(1, J.), FL. NS J. MRTHE 16, 6529 J. FCSY(1, J.), FL. NS J. MRTHE 16, 6529 J. FCSY(1, J.), FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTCSOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTCSOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTCSOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 6539 J. FTVOIL, J. J. FL. NS J. MRTHE 16, 5639 J. J. FTVOIL, J. J. FL. NS J. MRTHE 17, NS J. MRTHE 17, NS J. MRTHE 17, NS J. MRTHE 17, NS J. MRTHE 17, N	
READISSOOS) (FCSF([1,1], = 1,NS) WRITE(6,6220) J, [FCSF([1,1], = 1,NS)] READ AND ECHO THE DAY-GF-WEEK FACTORS FOR EACH SOURCE. WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVD([1,1], = 1,NS)] WRITE(6,633) JF [TVH([1,1], = 1,NS)] WRITE(6,653) JF [TVH([1,1], = 1,NS)] WRITE(6,653) JF [TVH([1,1], = 1,NS)] WRITE(6,654) JF [TVH([1,1], = 1,NS)]	
WRITE(6,6224) J,	Market of Colors and Administration of Colors and Color
READ AND ECHO THE DAY-CF-WECK FACTORS FOR EACH SOURCE. WRITE(6,659) GOOD THE DAY-CF-WECK FACTORS FOR EACH SOURCE. WRITE(6,659) FIVO(1,J), =1,NS) READ(5,5003) FIVO(1,J), =1,NS) READ(5,5003) FOTO(1,J), =1,NS) READ(5,5003)	
WRITE(6,659)	
WRITE 16, 6, 100] WRITE 16, 6, 100] WRITE 16, 6, 100] WRITE 16, 6, 593 DO 211 FTVO 17, 31, 1=1, NS READ 5, 5003 (FTVO 17, 31, 1=1, NS) READ 5, 5003 (FTVO 17, 31, 1=1, NS) READ 5, 5003 (FTVO 17, 31, 1=1, NS) READ 5, 5003 (FTVO 17, 31, 1=1, NS) READ 5, 5003 (FTVO 17, 31, 1=1, NS) READ 5, 5003 (FTVO 17, 31, 1=1, NS) READ 5, 5003 (FTVO 17, 31, 1=1, NS) READ 5, 5003 (FTVO 17, 31, 1=1, NS) READ 5, 5003 (FTVO 17, 31, 1=1, NS) READ 5, 5003 (FTSO 17, 31, 1=1, NS) READ 5, 5003 (FTSO 17, 31, 1=1, NS) WRITE 16, 6, 534 3, 17 (FTVO 17, 31, 1=1, NS) WRITE 6, 6, 534 3, 17 (FTVO 17, 31, 1=1, NS) WRITE 6, 6, 534 3, 17 (FTVO 17, 31, 1=1, NS) READ 15, 5003 (FTVO 17, 31, 1=1, NS) READ 15, 5003 (FTVO 17, 31, 1=1, NS) READ 15, 5003 (FTVO 17, 31, 1=1, NS) READ 15, 5003 (FTVO 17, 31, 1=1, NS) READ 15, 5003 (FTVO 17, 31, 1=1, NS) READ 15, 5003 (FTVO 17, 31, 1=1, NS) READ 15, 5003 (FTVO 17, 31, 1=1, NS) READ 15, 5003 (FTSO 17,	
READ AND ECHO THE DAY-CF-WECK FACTORS FOR EACH SOURCE. WRITE(6,6593) (FTVO(1,J), [=1,NS) READ(5,5003) (FTVO(1,J), [=1,NS) READ(5,5003) (FTVO(1,J), [=1,NS) READ(5,5003) (FOTO(1,J), [=1,NS) READ(5,5003) (FOTO(1,J), [=1,NS) READ(5,5003) (FOTO(1,J), [=1,NS) READ(5,5003) (FTVO(1,J), [=1,NS) READ(5,5003) (FTVO(1,J), [=1,NS) READ(5,5003) (FTVO(1,J), [=1,NS) READ(5,5003) (FTXO(1,J), [=1,NS) READ(5,5003) (FTXO(1,J), [=1,NS) READ(5,5003) (FTXO(1,J), [=1,NS) READ(5,5003) (FTXO(1,J), [=1,NS) READ(5,5003) (FTVHC(1,J), [=1,NS) READ(5,5003) (FTHC(1,J), [=1,NS) READ(5,5003) (FTH(1,J), [=1,NS) READ(5,5003)	
READ AND ECHO THE DAY-OF-WELK FACTORS FOR EACH SQUACE. WRITE(6,6593) DG 211 31 7 READ(5,5003) (FTDD(1,J), 1=1,NS) READ(5,5003) (FTDD(1,J), 1=1,NS) READ(5,5003) (FDD(1,J), 1=1,NS) READ(5,5003) (FCD(1,J), 1=1,NS)) i
#RITE(6,6593) REA0(5,5003) (FTVD(1,J), I=1,NS) REA0(5,5003) (FGD(1,J), I=1,NS) READ(5,5003) (FGD(1,J), I=1,NS) READ(5,5003) (FGCS(1,J), I=1,NS) READ(5,5003) (FGCS(1,J), I=1,NS) READ(5,5003) (FGCS(1,J), I=1,NS) READ(5,5003) (FGH(1,J), I=1,NS)	771
WRITE(6,6593) READ(5,5003) (FTVO(1,J), I=1,NS) READ(5,5003) (FTSO(1,J), I=1,NS) READ(5,5003) (FTVH(1,J), I=1,NS) READ(5,5003) (FTVH(1,J), I=1,NS) READ(5,5003) (FTVH(1,J), I=1,NS) READ(5,5003) (FTH(1,J), I=1,NS)	. 1 0
DO 211 J=1.7 READ(5,503) J; [FTVD(1,J), [=1,NS) WRITE(6,653) J; [FTVD(1,J), [=1,NS) READ(5,503) (GTD(1,J), [=1,NS) READ(5,503) (GTD(1,J), [=1,NS) READ(5,503) (FTD(1,J), [=1,NS) READ(5,503) (FTCD(1,J), [=1,NS) READ(5,503) (FTVH(1,J), [=1,NS)	140
READ(5,503) (FTVD((1,J),[=1,NS) READ(5,503) J; (FTVD((1,J),[=1,NS) WRITE(6,6534) J; (FGTO(1,J),[=1,NS) READ(5,503) (FGTO(1,J),[=1,NS) READ(5,503) (FTVD(1,J),[=1,NS) READ(5,503) (FTCTO(1,J),[=1,NS) READ(5,503) (FTCTO(1,J),[=1,NS) READ(5,503) (FCSO(1,J),[=1,NS) READ(5,503) (FCSO(1,J),[=1,NS) READ(5,503) (FCSO(1,J),[=1,NS) WRITE(6,6534) J; (FCSO(1,J),[=1,NS) WRITE(6,6534) J; (FCSO(1,J),[=1,NS) WRITE(6,6534) J; (FCYN(1,J),[=1,NS) READ(5,503) (FTVH(1,J),[=1,NS) READ(5,503) (FTVH(1,J),[=1,NS) READ(5,503) (FTVH(1,J),[=1,NS) READ(5,503) (FTVH(1,J),[=1,NS) READ(5,503) (FTYH(1,J),[=1,NS) READ(5,503) (FTYH(1,J),[=1,NS) READ(5,503) (FTYH(1,J),[=1,NS) READ(5,503) (FTSH(1,J),[=1,NS)	
READ(5,503) J, (FYDO(1, J), (= 1, NS) READ(5,5003) (FGTO(1, J), (= 1, NS) READ(5,5003) (FGTO(1, J), (= 1, NS) READ(5,5003) (FOTO(1, J), (= 1, NS) READ(5,5003) (FTTO(1, J), (= 1, NS) READ(5,5003) (FTTO(1, J), (= 1, NS) READ(5,5003) (FYDO(1, J), (= 1, NS) READ(5,5003) (FTH(1, J), (= 1, NS) R	
READ(5,5003) (FGTD(1,J), I=1,NS) READ(5,5003) (FGTD(1,J), I=1,NS) READ(5,5003) (FGTD(1,J), I=1,NS) READ(5,5003) (FLTD(1,J), I=1,NS) READ(5,5003) (FLTD(1,J), I=1,NS) READ(5,5003) (FLTD(1,J), I=1,NS) READ(5,5003) (FGTD(1,J), I=1,NS) READ(5,5003) (FGTD(1,J), I=1,NS) READ(5,5003) (FGTD(1,J), I=1,NS) READ(5,5003) (FGTD(1,J), I=1,NS) READ(5,5003) (FTWH(1,J), I=1,NS) NRITE(6,654) J, (FGHT(1,J), I=1,NS) READ(5,5003) (FTWH(1,J), I=1,NS) READ(5,5003) (FTH(1,J), I=1,NS)	
READ(5,5003) (FOTU(1,J),1=1,NS) READ(5,5003) (FOTU(1,J),1=1,NS) READ(5,5003) (FOTU(1,J),1=1,NS) READ(5,5003) (FLTO(1,J),1=1,NS) READ(5,5003) (FLTO(1,J),1=1,NS) READ(5,5003) (FLTO(1,J),1=1,NS) READ(5,5003) (FNSC(1,J),1=1,NS) READ(5,5003) (FOSC(1,J),1=1,NS) READ AND ECHO THE HOUR-OF-CAY FACTORS FOR EACH SOURCE. NATTE(6,6530) J, (FCSO(1,J),1=1,NS) READ AND ECHO THE HOUR-OF-CAY FACTORS FOR EACH SOURCE. NATTE(6,6533) J, (FCSO(1,J),1=1,NS) READ(5,5003) (FTVH(1,J),1=1,NS) READ(5,5003) (FTVH(1,J),1=1,NS) READ(5,5003) (FCH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS)	
READIS, 5003) (FDTUIL, J), I=1,NS) WRITE(6,6535) J, (FDTUIL, J), I=1,NS) READIS, 5003) (FLOIL, J), I=1,NS) READIS, 5003) (FHSCIL, J), I=1,NS) READIS, 5003) (FHSCIL, J), I=1,NS) READIS, 5003) (FHSCIL, J), I=1,NS) READIS, 5003) (FCSDIL, J), I=1,NS) READIS, 5003) (FCSDIL, J), I=1,NS) READIS, 5003) (FTWHIL, J), I=1,NS) READIS, 5003) (FTHIL, J), I=1,NS)	designation of the contract of
MRITE(6,6535) J, (FDID(1, J), 1=1,NS) READ(5,5003) (FLTD(1, J), 1=1,NS) READ(5,5003) (FHSC(1, J), 1=1,NS) READ(5,5003) (FHSC(1, J), 1=1,NS) READ(5,5003) (FCSD(1, J), 1=1,NS) READ(5,5003) (FCSD(1, J), 1=1,NS) WRITE(6,6538) J, (FCSD(1, J), 1=1,NS) READ AND ECHO THE HOUR-OF-CAY FACTORS FOR EACH SOURCE. WRITE(6,6593) (FCSD(1, J), 1=1,NS) READ(5,5003) (FCTH(1, J), 1=1,NS) READ(5,5003) (FCSH(1, J), 1=1,NS)	
READIS, 5003) (FLTD(I.J), I=1,NS) READIS, 5003) (FRSC(I.J), I=1,NS) READIS, 5003) (FRSC(I.J), I=1,NS) READIS, 5003) (FRSC(I.J), I=1,NS) READIS, 5003) (FCSO(I.J), I=1,NS) READIS, 5003) (FCSO(I.J), I=1,NS) READIS, 5003) (FCSO(I.J), I=1,NS) READIS, 5003) (FCNC) READIS, 5003) (FTWH(I.J), I=1,NS) READIS, 5003) (FTWH(I.J), I=1,NS) READIS, 5003) (FCTH(I.J), I=1,NS) READIS, 5003) (FCSH(I.J), I=1,NS)	
MRTIE (6,6536) J. (FLYOTI, J), TELNS) READ(5,5003) (FHSOTI, J), TELNS) READ(5,5003) (FHSOTI, J), TELNS) READ(5,5003) (FCSOTI, J), TELNS) READ(5,5003) (FCSOTI, J), TELNS) WRITE (6,6538) J, (FCSOTI, J), TELNS) READ AND ECHO THE HOUR-OF-CAY FACTORS FOR EACH SOURCE. NOTE THAT HOUR-OF-DAY FACTORS ARE INPUT RELATIVE TO "CLOCK" TIPE. WRITE (6,6593) (FTVH(T, J), TELNS) READ(5,5003) (FOTH(T, J), TELNS) READ(5,5003) (FOTH(T, J), TELNS) READ(5,5003) (FOTH(T, J), TELNS) READ(5,5003) (FOTH(T, J), TELNS) READ(5,5003) (FLTH(T, J), TELNS) READ(5,5003) (FLTH(T, J), TELNS) READ(5,5003) (FLTH(T, J), TELNS) READ(5,5003) (FCTH(T, J), TELNS) READ(5,5003) (FCTH(T, J), TELNS) READ(5,5003) (FCTH(T, J), TELNS) READ(5,5003) (FCTH(T, J), TELNS) READ(5,5003) (FCSH(T, J), TELNS)	
## ## ## ## ## ## ## ## ## ## ## ## ##	
WRITE(6,6537) J.(F65011,J),1=1,NS)	
WRITE(6,6537) J, (FHSD(1,J), 1=1,NS) WRITE(6,6534) J, (FCSD(1,J), 1=1,NS) WRITE(6,6534) J, (FCSD(1,J), 1=1,NS) WRITE(6,6534) J, (FCSD(1,J), 1=1,NS) WRITE(6,6593) DO 221 J=1,24 WRITE(6,6593) DO 221 J=1,24 READ(5,5003) (FTVH(1,J), 1=1,NS) WRITE(6,6544) J, (FGTH(1,J), 1=1,NS) WRITE(6,6545) J, (FDTH(1,J), 1=1,NS) WRITE(6,6545) J, (FDTH(1,J), 1=1,NS) WRITE(6,6547) J, (FGTH(1,J), 1=1,NS) WRITE(6,6547) J, (FGSH(1,J), 1=1,NS) WRITE(6,6547) J, (FGSH(1,J), 1=1,NS) WRITE(6,6547) J, (FGSH(1,J), 1=1,NS) WRITE(6,6547) J, (FCSH(1,J), 1=1,NS) WRITE(6,6547) J, (FCSH(1,J), 1=1,NS) WRITE(6,6547) J, (FCSH(1,J), 1=1,NS)	
READ(5,5003) (FCSD(1,J),1=1,NS) WRITE(6,6538) J, (FCSD(1,J),1=1,NS) L CONTINUE WRITE(6,6538) J, (FCSD(1,J),1=1,NS) WRITE(6,6593) WRITE(6,6593) J, (FTVH(1,J),1=1,NS) READ(5,5003) (FCTH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS)	
WRITE(6,6536) J, (FCSD(T, J), T=1,NS) LL CONTINUE WRITE(6,67C0) READ AND ECHO THE HOUR-OF-CAY FACTORS FOR EACH SOURCE. NOTE THAT HOUR-OF-DAY FACTORS FOR EACH SOURCE. WRITE(6,6593) READ(5,5003) (FTVH(T, J), T=1,NS) READ(5,5003) (FGTH(T, J), T=1,NS) READ(5,5003) (FGTH(T, J), T=1,NS) READ(5,5003) (FGTH(T, J), T=1,NS) READ(5,5003) (FLH(T, J), T=1,NS) READ(5,5003) (FLH(T, J), T=1,NS) READ(5,5003) (FLH(T, J), T=1,NS) READ(5,5003) (FLH(T, J), T=1,NS) READ(5,5003) (FCSH(T, J), T=1,NS)	
## CONTINUE ## ITE (6,6570) ## ITE (6,6593) ## ITE (6,6543) ## ITE (6,6544) ## ITE (6,6544) ## ITE (6,6548) ## ITE (6,	
WRITE(6,670) READ AND ECHO THE HOUR-OF-CAY FACTORS FOR EACH SOURCE. WRITE(6,6593) DO 221 J=1,24 READ(5,5003) (FTVH(1,J),1=1,NS) WRITE(6,6543) J,(FTVH(1,J),1=1,NS) WRITE(6,6544) J,(FTVH(1,J),1=1,NS) READ(5,5003) (FOTH(1,J),1=1,NS) READ(5,5003) (FOTH(1,J),1=1,NS) READ(5,5003) (FTH(1,J),1=1,NS) READ(5,5003) (FTH(1,J),1=1,NS) READ(5,5003) (FTH(1,J),1=1,NS) READ(5,5003) (FCTH(1,J),1=1,NS) READ(5,5003) (FCTH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS)	
READ AND ECHO THE HOUR-OF-CAV FACTORS FOR EACH SOURCE. WRITE(6,6593) DO 221 J=1,24 READ[5,5003) (FTVH(1,J),1=1,NS) WRITE(6,6543) J,(FTVH(1,J),1=1,NS) READ[5,5003) (FGTH(1,J),1=1,NS) READ[5,5003) (FGTH(1,J),1=1,NS) READ[5,5003) (FGTH(1,J),1=1,NS) READ[5,5003) (FTTH(1,J),1=1,NS) READ[5,5003) (FTTH(1,J),1=1,NS) READ[5,5003) (FTTH(1,J),1=1,NS) READ[5,5003) (FCTH(1,J),1=1,NS) READ[5,5003) (FCTH(1,J),1=1,NS) READ[5,5003) (FCSH(1,J),1=1,NS) READ[5,5003) (FCSH(1,J),1=1,NS) READ[5,5003) (FCSH(1,J),1=1,NS) READ[5,5003) (FCSH(1,J),1=1,NS)	
READ AND ECHO THE HOUR-OF-CAV FACTORS FOR EACH SOURCE. WRITE(6,6593) DO 221 J=1,24 READ[5,5003) (FTVH(1,J),1=1,NS) WRITE(6,6543) J,(FTVH(1,J),1=1,NS) READ[5,5003) (FGTH(1,J),1=1,NS) READ[5,5003) (FGTH(1,J),1=1,NS) READ[5,5003) (FGTH(1,J),1=1,NS) READ[5,5003) (FLTH(1,J),1=1,NS) READ[5,5003) (FLTH(1,J),1=1,NS) READ[5,5003) (FLTH(1,J),1=1,NS) READ[5,5003) (FSH(1,J),1=1,NS) READ[5,5003) (FCSH(1,J),1=1,NS) READ[5,5003) (FCSH(1,J),1=1,NS) READ[5,5003) (FCSH(1,J),1=1,NS) READ[5,5003) (FCSH(1,J),1=1,NS) READ[5,5003) (FCSH(1,J),1=1,NS)	
WRITE(6,6593) DO 221 J=1,24 READ(5,5003) (FTVH(1,J),[=1,NS) WRITE(6,6543) J,(FTVH(1,J),1=1,NS) READ(5,5003) (FGTH(1,J),1=1,NS) WRITE(6,6544) J,(FGTH(1,J),1=1,NS) WRITE(6,6544) J,(FGTH(1,J),1=1,NS) READ(5,5003) (FGTH(1,J),1=1,NS) READ(5,5003) (FLTH(1,J),1=1,NS) READ(5,5003) (FHSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS) READ(5,5003) (FCSH(1,J),1=1,NS)	
WRITE(6,6593) READ(5,5003) (FTVH(1,J), I=1,NS) WRITE(6,6543) J, (FTVH(1,J), I=1,NS) READ(5,5003) (FGTH(1,J), I=1,NS) READ(5,5003) (FGTH(1,J), I=1,NS) READ(5,5003) (FDTH(1,J), I=1,NS) READ(5,5003) (FLTH(1,J), I=1,NS) READ(5,5003) (FLTH(1,J), I=1,NS) READ(5,5003) (FCTH(1,J), I=1,NS) READ(5,5003) (FCSH(1,J), I=1,NS)	320 C2/17/81
WRITE(6,6593) DG 221 J=1,24 READ[5,5003) (FTVH([1,J),[=1,NS) READ[5,5003) (FGTH([1,J),[=1,NS) RRITE(6,6543) J,(FGTH([1,J),[=1,NS) RRITE(6,6545) J,(FGTH([1,J),[=1,NS) READ[5,5003) (FLTH([1,J),[=1,NS) READ[5,5003) (FLTH([1,J),[=1,NS) READ[5,5003) (FKH([1,J),[=1,NS) READ[5,5003) (FKH([1,J),[=1,NS) READ[5,5003) (FKH([1,J),1=1,NS) READ[5,5003) (FCSH([1,J),1=1,NS) READ[5,5003) (FCSH([1,J),1=1,NS) READ[5,5003) (FCSH([1,J),1=1,NS) READ[5,5003) (FCSH([1,J),1=1,NS)	
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#RITE(6,6543) J,(FTVH(I,J), I=1,NS) READ(5,5003) (FGIH(I,J), I=1,NS) READ(5,5003) (FGIH(I,J), I=1,NS) READ(5,5003) (FDIH(I,J), I=1,NS) READ(5,5003) (FLIH(I,J), I=1,NS) READ(5,5003) (FHSH(I,J), I=1,NS) READ(5,5003) (FHSH(I,J), I=1,NS) READ(5,5003) (FGSH(I,J), I=1,NS) READ(5,5003) (FCSH(I,J), I=1,NS)	
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WRITE(6,6544) J, (FGTH(I,J), (=1,NS) READ(5,5003) (FDTH(I,J), (=1,NS) READ(5,5003) (FLTH(I,J), (=1,NS) READ(5,5003) (FLTH(I,J), (=1,NS) READ(5,5003) (FKTH(I,J), (=1,NS) READ(5,5003) (FKH(I,J), (=1,NS) READ(5,5003) (FCSH(I,J), (=1,NS)	3.60
READ(5,5003) (FDTH(I,J), [=1,NS) READ(5,5003) (FLTH(I,J), [=1,NS) READ(5,5003) (FLTH(I,J), [=1,NS) READ(5,5003) (FNH(I,J), [=1,NS) READ(5,5003) (FNH(I,J), [=1,NS) READ(5,5003) (FCH(I,J), [=1,NS) READ(5,5003) (FCH(I,J), [=1,NS) READ(5,5003) (FCH(I,J), [=1,NS) CONTINUE CONTINUE CONTINUE CONTINUE CONTINUE	1/(0)
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WRITE(6,6546) J. [FLTH(1, J) FL,NS)	1/25
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DO 222 I=1,NS CCC	540 02/17/81

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CONTINUE READ AND ECHO THE GEOMETRIC STANDARD CEVIATIONS OF CO FOR EACH MONTH AND CCAVERT TO STANCARD CEVIATIONS READ(5,5003) (SGCO(J), J=1,12) WRITE(4,6583) (SGCO(J)) SGCO(J)=ALOG(SGCO(J)) CONTINUE WRITE(6,6700) READ AND ECHO THE GEOMETRIC MEANS OF PPM BACKGROUND HOUR AND MONTH AND CONVERT GECHETRIC FEANS TO THE M LN(CO), NOTE THAT MGCO IS INPUT RELATIVE TO "CLCCK" WRITE(6,6800) DO 232 I=1,24 READ(5,5003) (MGCO(1,3),J=1,12) DO 232 I=1,24 READ(5,6001) I, (MGCO(1,3),J=1,12) DO 231 J=1,12 MGCO(1,J)=ALOG(MGCO(1,J),J=1,12) CONTINUE CONTINUE	G .	CCC9610 CCC9630 CCC9630 CCC9640 CCC9650 CCC9650 CCC976 CCC9776	C2/17/81 02/17/81 C2/17/81	
READ AND ECHO THE GEORETRIC STANDARD CEVIATIONS OF CO FOR EACH HUNTH AND CLAVERT TO STANCARD (FFVIATION READ(5,5003) (SGCO(J), J=1,12) WRITE(4,6503) (SGCO(J), J=1,12) DO 223 J=1,12 SGCO(J)=ALOG(SGCO(J)) CONTINUE WRITE(6,670) READ AND ECHO THE GEOMETRIC MEANS OF PPM BACKGROUND READ AND MONTH AND CONVERT GEOMETRIC PEANS TO THE MITTE(6,6800) WRITE(6,6800) DO 232 I=1,24 READ(5,5003) (MGCO(1,J),J=1,12) WRITE(6,6801) I, (MGCO(1,J),J=1,12) WRITE(6,6801) I, (MGCO(1,J),J=1,12) MRITE(6,6801) I, (MGCO(1,J),J=1,12) MGCO(1,J)=ALOG(MGCO(1,J)) CONTINUE	C.	CCC5630 0009650 0009650 0009650 0009670 0009720 0009770 0009770 0009770 0009770 0009770 0009770 0009770 0009770 0009770	C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81	
READ AND ECHO THE GEOMETRIC STANDARD DEVIATIONS OF FRADCE OF FOR EACH MONTH AND CCAVERT TO STANDARD DEVIATIONS OF FRADCES SOCIES		0009640 0009640 0009640 0009680 0009680 0009680 0009710 0009770 0009770 0009770 0009770 0009770 0009770 0009770	C2/17/61 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81	
READ(5,5003) (SGC0(J), J=1,12) WRITE(4,6583) (SGC0(J), J=1,12) DD 223 J=1,12 SGC0(J)=AL06(SGC0(J)) CONTINUE WRITE(6,670) REAC AND ECHU THE GEOMETRIC MEANS OF HOUR AND MONTH AND CONVERT GECMETRI LN(CO). NOTE THAT MGCO IS INPUT REL WRITE(6,6800) DD 232 I=1,24 READ(5,5003) (MGCO(I,J),J=1,12) MRITE(6,6801) I, (MGCO(I,J),J=1,12) MGCO(I,J)=AL0G(MGCO(I,J),J=1,12) CONTINUE		0009650 0009660 0009660 0009660 000971 0009720 0009730 0009770 0009770 0009770 0009770 0009770 0009770	02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81	
READ(5,503) (SGCO(J),J=1,12) WRITE(4,6583) (SGCO(J),J=1,12) DD 223 J=1,12 SGCO(J)=ALOG(SGCO(J)) CONTINUE WRITE(6,670) REAC AND ECHU THE GEOMETRIC MEANS OF HOUR AND MONTH AND CONVER GECMETRIC LN(CO). NOTE THAT MGCO IS INPUT RELAT WRITE(6,6800) DD 232 I=1,24 READ(5,5003) (MGCO(I,J),J=1,12) MRITE(6,6801) I,(MGCO(I,J),J=1,12) DD 231 J=1,12 MGCO(I,J),J=ALOG(MGCO(I,J)) CONTINUE	FOR EACH OF THE	0009660 0009680 0009680 0009720 0009720 0009770 0009770 0009770 0009770 0009770 0009770 0009770 0009770	C2/17/81 C2/17/81 02/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81	
WRITE(6,6583) (SGC0(J), J=1,12) 5GC0(J)=AL06(SGC0(J)) CONTINUE WRITE(6,67C0) REAC AND ECHU THE GEOMETRIC MEANS OF HOUR AND MONTH AND CONVER GECMETRIC LN(CO). NOTE THAT MGCO IS INPUT RELAT WRITE(6,6800) DO 232 I=1,24 READ(5,5003) (MGCO([,J),J=1,12) MRITE(6,6801) I, (MGCO(I,J),J=1,12) DO 231 J=1,12 MGCO(I,J),J=AL0G(MGCO(I,J)) CONTINUE	FOR EACH OF THE	0009670 0009680 0009690 0009710 0009720 0009770 0009770 0009770 0009770 0009770 0009770 0009770	02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81	
DD 223 J=1,12 \$GCG(J)=ALOG(SGCO(J)) CONTINUE WRITE(6,67CO) REAC AND ECHO THE GEOMETRIC MEANS OF HOUR AND MONTH AND CONVER GECMETRIC LN(CO). NOTE THAT MGCO IS INPUT RELAT WRITE(6,6800) DO 232 I=1,24 READ(5,5003) (MGCO(I,J),J=1,12) MRITE(6,6801) I,(MGCO(I,J),J=1,12) MRITE(6,6801) I,(MGCO(I,J),J=1,12) MGCO(I,J)=ALOG(MGCO(I,J)) CONTINUE CONTINUE	FOR EACH OF THE	C009680 C009690 CCC973C CCC973C CCC973C CCC9776 CCC	02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81	
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DO 240 [=1,179] F1=F1+FDT[1] CONTINUE TT ==179+1 TT ==170+1 TT ==1	CATEGORIES. CO10320 CATEGORIES. CO10230 CO10230 CO10230 CO10230 CO10230 CO10230 CO10230 CO10230 CO10250 CO10250 CO10250 CO10250 CO10270 CO10270 CO10270 CO10270 CO10270 CO10270 CO10270 CO10270 CO103330 CO103330	C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81
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9, THE FACTORS FOR THE TO 253	CATEGORIES GO	02/17/81
10 253 10 253 3,F46,F52,F58,F64, THE	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	02/11/81
10 253 10 253 3,F46,F52,F58,F64, THE	C01024C 0010250 C010260 C010270 C010270 C010350 C010320 C010330 C010330	18/1/67
10 253 10 253 3,F46,F52,F58,F64, THE	0010250 0010270 0010270 0010290 0010310 0010320 0010330	
10 253 10 253 3,F46,F52,F58,F64, THE	0010270 0010280 0010280 001030 0010320 0010330 0010330	62/11/81
10 253 3,F46,F52,F58,F64, THE	0010260 0010290 0010300 0010330 0010330	::
10 253 3,F46,F52,F58,F64, THE	0010290 0010300 0010310 0010330 0010330	<u> </u>
10 253 3,F46,F52,F58,F64, THE	00103C3 00103Z0 00103Z0 0010330 0010330	
10 253 3,F46,F52,F58,F64, THE	001031C 0010330 0010330 0010330	
3, F46, F52, F58, F64, THE	0010330	C271781
3, F46, F52, F58, F64, THE	0010346	
J.F46.F52,F58,F64, THE		
3,F46,F52,F58,F64, THE	0010350	$\geq \frac{1}{2}$
J. F46.f 52, F58, F64, THE	0910100	
4 . THE	0103	12
	1 00	_
- 1	0010460	
175=MINO[NCMYR-74.20)	0010450	
00 260 1=1,175	C010430	
F22=F22+TFLT(1)	0010440	
CON 11 NUE	0010456	C2/17/81
1 1 1 1 2 1 1 2 1 1 2 2 1 1 2 2 1 1 1 2 2 2 1	02.70100	
11741,201	00101	
1,4	06100	
F28=F28+TFLT(1)	00100	
CONTINUE	0150100	
	7769100	
7	001030	C2/17/81
	0010520	C2/17/81
IF(171 .Gr. 20) 60 to 262	0950100	C2/17/81
F40=TFLT(171)	0.00100	02/17/81
1+1) P C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C	18//1/23
	0090100	02/17/81
1+01=69.	193193	
IF(169 .GT. 20) GO TO 262	0010626	2
	Belles jour de la contrate del la contrate de la co	egitarin da de de desta de caracter de desta de caracter de desta de desta de desta de desta de desta de desta
		AND AND AND AND AND AND AND AND AND AND

-61. 201 -F22-F28- 0, F76, F82 ER CAR AG 1=1,175 +TFPC(1) E 174, [73 +TFPC(1) E 174, [73 +TFPC(1) E 174, [73 -G1, 20) C(172) C(172) C(172) C(172)	GC TO 262 -F34-F4C-F46-F52-F58 2, F88,F94,F130,F106,F112, THF FACTORS FOR THE 3E CATEGORIES. GO TO 272 GO TO 272 GO TO 272 GO TO 272	0010750 0010750 0010750 0010750 0010750 0010750 0010750 0010750 0010750 0010760 0010780 0010780 0010780 0010780	コー・シー・コー・コー・コー・コー・コー・コー・コー・コー・コー・コー・コー・コー・コー	
270	112, THE FACTORS FOR	0010720 0010720 0010720 0010720 0010720 0010720 0010720 0010740 0010740 0010740 0010740 0010740 0010740 0010740	C2/11/81 C2/11/81 C2/11/81 C2/11/81 C2/11/81 C2/11/81 C2/11/81 C2/11/81	. " "
270	112, THE FACTORS FOR	0010580 0010580 0010580 001070 0010750 0010760 0010760 0010760 0010760 0010760 0010760 0010760	C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81	7
270	112, THE FACTORS FOR	0010580 0010690 001070 0010750 0010760 0010760 0010760 0010760 0010760 0010760 0010760 0010760	02/17/81 C2/17/81 C2/17/81 02/17/81 C2/17/81 C2/17/81	_
270	112, THF FACTORS FOR	CC10690 CC10770 CC10770 CC10770 CC10770 CC10770 CC10770 CC10770 CC10770 CC10770 CC10770 CC10770 CC10770 CC10770 CC10770 CC10770	C2/17/81 C2/17/81 O2/17/81 C2/17/81 C2/17/81	
270	TO 272 TO 272 TO 272 TO 272 TO 272	001070 001070 001070 0010750 0010750 0010760 0010780 0010780 0010780 0010810	02/17/81 02/17/81 02/17/81 02/17/81	≠
270 CONTINUE 1F(174 .GT . 20) DO 271 [= 174, 173 DO 271 [= 174, 173 F76=F76+TFPC(1) F76=F76+TFPC(1) F82=TFPC(172) IF(171 .GT . 20) F88=TFPC(171) IF(170 .GT . 20) F94=TFPC(170)		0010720 0010730 0010750 0010750 0010760 0010780 0010780 0010810 0010810	02/17/81 C2/17/81 C2/17/81 02/17/81	
F10 = F10 + TFPC(1) CONTINUE 1F(174 .GT . 20) D0 271		CC1073C C010755 C010755 C010760 C010770 C010780 C010780 C0108CC C0108CC	C2/17/81 C2/17/81 02/17/81	
CONTINUE 16 (174 . GT . 20) 50 271 [= 174 . 173 676=F76+TFPC(1) 60NINUE 16 (172 . GT . 20) F82=TFPC(172) 16 (171 . GT . 20) F88=TFPC(172) 16 (170 . GT . 20) F94=TFPC(170)		0010740 0010750 0010750 0010780 0010780 0010810 0010810	02/17/81	A THE PARTY OF THE
1F(174 .GT . 20) DD 271		0010755 0010760 0010776 0010780 001080 0010810	02/17/81	
DO 271 [=174, 173 F76=F76+TFPC[1] CONTINUE IF1172 .GT. 201 F82=TFPC[172] IF(171 .GT. 201 F88=TFPC(171) IF(170 .GT. 201 F94=TFPC(170)		C010760 CC1C776 CC10790 CC10790 CC10790 CC1081C CO1082C	١	
F76=F76+TFPC(1) CONTINUE IF 1172 . GT . 20 F82=TFPC(172) IF (171 . GT . 20) F88=TFPC(171) IF (170 . GT . 20) F94=TFPC(170)		0010780 0010780 001080 0010810 0010820	19//1/70	
CUN INUE FRITO ST. 20 FRITO ST. 20 FRITO ST. 20 FRITO ST. 20 FRITO ST. 20		CC1C790 CC108CC 001081C C01082C	02/17/81	
F82=1FPC(172) F8171 (51 20) G0 F88=1FPC(171) IF(170 G1 20) G0 F94=1FPC(170)		CC108CC 001081C C01082C	02/17/81	
	5 5	0010816	. 02/11/81	
F88=TFPC(171) 1F(170 .Gf. 20) GG F94=TFPC(170)	10	0010820	62/11/81	
FF(170 .GT. 20) GG F94=TFPC(170)	20		6271781	
		0010840	(2/11/81	
-	CO TO 972	0010850	02/17/81	
PC (169)		0980100	02/17/81	
-	60 10 272	00100	C2/17/81	
F106=[FPC(168)	- 1	0010880	02/11/81	
272	82-F88-F94-F100-F106	0689100	12/11/81	
JAN JANONGS JOS	SALE STATE STATES TO SAME STATES AT THE	00100	13/11/23	-
C FRECUARUIE INC. STEE	1	00	02/17/81	
00 280 1=1,56	METER OF A TOTAL CONTRACTOR OF SECURITY OF	0010930	62/17/81	
7+1=S		0010940	C2/17/81	
SCD1(1)=SPD1(S)		06100	19/11/60	
SCGT = SPGT S	and makes the light the content of t	2250100	62717781	
1011140=1111100 101140=1111100		00100	62717781	
280 CONTINUE	TOTAL PROPERTY OF THE PROPERTY	0660100	02/17/81	
		3	02/17/81	
ш	EMISSION FACTORS AT 19.6 MPH FOR PASSENGER CARS	AND 0011010	62717/81	
C LIGHT TRUCKS.	A RANGE ALTON (************************************	0011020	(2717/81	Abermatical in the last constant are marked to the last to the last constant form provided
) 		061100	: 2	
72=19.6		0011050		And the same of th
73=19.6	-	0901100	2	
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75=C.25		COLLOBO	<u> </u>	e and the same and the same of the state of the same and the same of the same
72=0.25 77=0.0		0011100	: :	
0.0=72	And the second s	0011110	1	
=		0011120	2	
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CALL EMISSNINGHYR, CPEF) EPC(II, J,K) = CMEF(1) ELT(II, J,K) = CMEF(1) EONTINUE CONTINUE CO	
EPC(1, J, K) = CNEF(1)	
EDTICHER TO STREET STRE	
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CONTINUE PRECOMPUTE THE EMISSION FACTORS AT 19.6 PPH FCP GAS AND CIESEL 24=C.0 25=C.0 25=C.0 26=0.0 27=0.5 28=C.5 28=C.5 28=C.6 27=C.EEf41 EGT=C.EEf41 EDT=C.EEf41 EDT=C.EEf41 ENTERGO	
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28=C.5 28=C.5 28=C.5 CALL EMISSNINOMYR,CREF) CALL EMISSNINOMYR,CREF) CALL EMISSNINOMYR,CREF) COT COT COT COT COT COT COT COT COT COT	
LBECT=CHEFISININGHYR,CREF) CALL EMISSNINGHYR,CREF) CGL EGT=CHEFISIN EDT=CHEFISIN *** SIMULATION *** WRITE[6,6600) INITIALIZE SIMULATION WARIABLES. 001 001 001 001 001 001 001	22 027 027 027 027 027 027
EGT = CMEF(4) *** \$1PULATION *** *** *** *** *** WRITE(6,6600) INITIALIZE SIMULATION WARIABLES. 001 18=0	711 027 027 027 027 027 027
EDT=CMEF(5) *** \$IMULATION *** WRITE(6,6600) INITIALIZE SIMULATION WARTABLES. 001 001	027 027 027 027 027 027 027
### ### ### 001 \$IMULATION ### 601 WRITE(6,6600) INITIALIZE SIMULATION WARTABLES. 001 18=0	75 75 75 75 75 75 75 75 75 75 75 75 75 7
SIMULATION *** C01 WRITE(6,6600) INITIALIZE SIMULATION VARIABLES. 001 18=0	720 720 720 720 720
SICULATION *** CC1 WRITELIZE SIMULATION VARIABLES. 001	027 027 027 027
WRITE(6,6600) UNITIALIZE SIMULATION VARIABLES. 18=0 001	027
001 NRITE(6,6600) CO1	027 727
CCI INITIALIZE SIMULATION VARIABLES. 18=0	C2/17
SIMULALIUN VAKIABLES. 001 001	
100	1760
	C2/24
100	C2/11
100	1/20
CC11314	C2 / 1
100	C2/1
100	6271
000	1770
001	02/1
	C271
	1770
0.04V 0.04W 0.04W	1/20
10)	C2/1
100	C2/1
100	02/1
	// 1/ 20
7.1831A=0.0 VCOAC=C.0	(2717)
100	1/20
0.017700 0.0=0.00 0.00 0.0=0.00 0.0=0.00 0.0=0.0	02/11/
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NO. 9666 DATE 11/16/81 TIME 1212 LISTING OF MODULE HKY2356	2356		PACE Z
The second continues of the se	6011710	C2/17/81	
0 · 0 = 0 · 0 · 0 · 0 · 0 · 0 · 0 · 0 ·	511730	C2717781	
	011740	C2/17/81	
RUE.	011750	02/17/81	
7	211776	C2/17/81	
SPACE PAST THE HEADING INFORMATION ON THE MET TAPE.	0111/80	02/11/81	
	061110	02/17/81	
REWIND 8	011810	(2/11/81	
	011620	02/11/81	
READ A METEOROLOGICAL/TIME RECORD.	011830	02/17/81	
198) IYR,H,H,ALPHA, PU, TEMP, CLASS	011850	62/11/81	
IFLIYR .NE. LYRI GO TO 360	011860	02/11/81	
COUNT = COUNT + 1	311670 311880	. C2/17/81	
The same and the same of the s	0111890	02/17/81	
THE PROPERTY OF THE PROPERTY O	036113	18771720	
	011920	02/11/81	
	011930	02/17/81	
73070 70 8 7 03	011940	C2/17/81	
SINCE MET TAPES USE A 0-23 HOUR CLOCK, CONVERT F TO A 1-24 CLUCK. O	08110	62/17/81	
0 · 1+H=H	011970	02/11/81	
TO ACCOUNT	011990	02/17/81	The state of the s
STANDARD TIME	012000	02/17/81	
	612616	02/17/81	
TETM GE DOTMI .AND. M .IF. DSTP2) H=H+1	012030	02/17/81	
	012040	~	
BACKGROUND CONCENTRATION USING	C012050	C2/17/81	
	012070	02/17/81	
CONCA=EXP(GRAN(IX, MGCO(H, H), SGCO(H)))	012080	62/17/81	
	012690		
IF PU IS 0, THEN ALPHA IS RANDOM OVER C TO 360 DEGREES.	012110	02/17/81	
Time the self-relational proof operations are represented by the self-relation of the self-re	012120	G2717/P1	
IF(MU .LE. G.C) ALPHA=URAN(IX,IY)*360.0	012130	02/11/81	
	012150	62/17/81	Annual Control of the
	012160	02/17/81	
ALPFA IS RELATIVE TO EAST ON INPUT.	012170	11/13/81	
3.7541	012190	62/17/81	
KALPHA=1	012200	62/17/81	
COMPUTE THE CO CONCENTRATION AT THE RECEPTOR.	CC1221G C012220	02/17/81	
	2	C2/17/81	
0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *	ان	*	A SECTION AND ADDRESS OF THE PROPERTY OF THE P

		0672700	18/11/29	
	VOLUME FOR SCURCE J FRO		1	
	CLUME FCR JOHODAY, AND	(V)	C2/11/101	
	THE PELSSEN DISTRI	0012390	C2/17/81	
	TVOL=AHT(J)*FTVM(J,P)*FTVD(J,DAY)*FTVH(J,b)	0012316	C2/17/81	
C COMPLIE THE	COPER INCEY AS A LINEAR FINCTION OF TVOL.	100		
		0012350	C2/17/81	
•	1-15-11	C012376	C2/17/81	William
.61.	99=57 (99	0012380	02/17/81	
C DETERMINE THE	E PERCENT HUT AND COLD START INDICES.	0012400	02/26/01	
C JHS={APHS(J)	*FHSM(J,M)*FHSC(J,DAY)*FHSH(J,H)/5.0)*1.5	0012410	02/11/81	
THE SHE SET	[F(JHS .LT. 1) JHS=1	0012433	02/17/81	
(C)SOLVENION OF THE STATE OF TH	*FCSHIJ,HI*FCSEIJ,DAYI*FCSHIJ,HI/5.01+1.5	0012450	C2717/81	A PARTY OF THE PAR
IFLUCS .LI.	1) JCS=1	0012460	62/11/81	ere e de la companya de ser la ser la ser la ser la ser la ser la ser la ser la companya de la companya de ser
TF(JCS .GT.	5 JCS= 5	0012480	C2/1//81	
	COMPUTE THE VEHICLE TYPE VOLUMES FOR SCURCE J FRCM IVOL.	0612490	02/11/81	
C DIVINITAD	DIVI-TUNE ADDIVITED FOR FILE FOR THE DAVISOR HELLE HITTON. O	2012510	18/11/20	
GTVJ=TVOL *AP	GTVJ=TVOL*APGT(J)*FGTP(J,K)*FGTD(J,DAY)*FGTH(J,F)7100.0	0012520	02/11/81	
LTVJ=TVOL+AP	.HI*FLTDC	0612530	62717781	
1F(PCVJ .61.	10.01	0012550	C27177.81	
WRITE(6,6901)) J. H. DAY, H	0012560	02/17/81	
0100 A1010 C 0		0012580	C2/17/81	
	COMPUTE THE TOTAL EMISSIONS FROM SOURCE J.	0012590	02717/81	
309	EJ=DTVJ*EDT*SCDT[JS)+GTVJ*EGT*SCGT(JS)+ETVJ*ELT(JCS,JHS,JT)*	2012610	C2717781	
1	+SCL 1(JS)+PCVJ*EPC(JCS,JHS,JT)*SCPC(JS)	0012626	~ t	
C ADD THE CONC	CONCENTRATION CF CC CONTRIBUTED BY SOURCE J TO THE	0012630 0012640	02/17/81 C2/17/81	
	D BY THE OTHER SCURCES.	0012650	18/11/23	ANALANA KANDANA KANDANA MATANA MATANA ANALAN ANALAN MATANA MATANA MATANA MATANA MATANA MATANA MATANA MATANA MA
C		0912660	62717/81	
310 CONTINUE	- Constitution of the cons	0012680	C2/17/81	•
	13 H AG NOTER DESCRIPTION OF WORLD AND AND AND AND AND AND AND AND AND AN	0012690	7	
C COMPLETE THE	TFRMS	0012100	22	-
° C 4.759391E-5	AINED FRCM (1 PILE/1609 P) # (1 H	0012120	62/17/81	
C (1 PPH CO/0.001145	G-CO/K++3)+(1/P	C01273C	62/17/81	
CONC = CONC + (4	. 799391E-51/AHAXI (MU, MNDPIN) + CONCA	6012750	19/11/23	
TFISTART . AND.	CONC .GT. STAND) FIRST=1.C	0912100	02/17/81	
START . AND	CONCA .GT. STAND) F	0012776 0012780	C2/17/81 C2/17/81	
		m. D. 1 mm Cal (ast la) Addressor and America in Andrea Managements		design adelesis anness an anness anness anness anness anness anness anness
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0012820	02/24/81
0012840	02/24/81
CC1285C	02/24/81
C01287C	62/24/81
C012880	02/24/81
0612850	C2724781 C2724781
0162100	02/24/81
001292C	C2/24/81
0012930	02/24/81
0012953	02/24/81
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	ŸO.	001333	2	
	000 01 09	C01334C	2	
		0613350	2	
	AT THE END OF EACH SIPOLATED YEAR DETERFINE FOR YEARLY AVERAGE CONCENTRATIONS, AND COMPUTE THE DARTIALS OF THE OVERALL AVERAGE	0013320	62717/81	
•	YEARLY AVERAGES.	CC1338C	2	and a second supplementary of 1 and
1		0013390	62/17/81	
360	LYK=IYK	0046100		
	5	CC1342C	: :	
	IF (VCOUNT . GT. 1) V=V+1.C	0013430	1	
		C01344C	1	
	DUMPY = COUNT	C01345C	(2/11/81	
	TOUR A STORY AND THE	0013470	-	
	VCONC=VCONC+YCONC++2	0013480	_	
	VCONCA=VCUNCA+YCUNCA++2	0013490	62717/81	
	2CONC = ZCONC + YCONC	0013500		
	_	0013810		٠
		0013530		
	CONC=0*0	0013540		
	YCONCA=0.0	0556100		AND DESCRIPTION OF PERSONS ASSESSED.
-	60 TU 302	0958133		****
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(III.I2) IS IN VIOLATION. FURTHERMORE ALL YEARS FROM (III.I2) TO THE YEAR (RECORD(I), RECORD(I)+8759) INCLUS IN VIOLATION SINCE EACH CF THESE YEARS WILL INCLUDE A MANY COUNTABLE EIGHT HOUR CO LEVELS EXCEEDIND STANCE YEAR (II.12). NUM=NUM+1+RECORD(I)+1 II=RECORD(I)+1 I2=II+8759 GO TO 510 THE TOTAL NUMBER OF YEARS (II.12) CONSIDERFD=KOUNT+1-		62/24/81
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	0015340	02/26/81
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O 510 TCTAL NUMBER CF YEARS (11,12) CONSINERFO=KGUNT+1-	398 4 103	02/24/81
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570 WRITE(6,6902) YEAR, STANDB, PRCBB, SPRODD	0015476	C2724781
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	FUNCTION URANTIX, 1Y)	0015560	02/17/81
C LIRA	(G.1) RANGOM VARIABLE. 1X AND	0015570	02/11/181
	UST BE INITIALIZED TO A POSITIVE INT	2655100	C2/17/81
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٨1	- O	0015620	C2/11/81
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CTHE	Z Z	0015770	62/17/81
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A=0.	A = 0 . 0	0015800	02/17/81
	DO 30 1-1112 A=A+URAN(1x,[Y)	0015820	02/11/81
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REAL	REAL FUNCTION INTGAL(TOLER)	0015870	62/17/81
INTCRL	COMPUTES THE GAUSSIAN DISPER	10	02/11/81
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ں د		0015950	02/17/81
1	LOGICAL FIRST		C2/17/P1
ن		_	62/11/81
INTE C	INTEGER CLASS, ID, IR, IRO, JR, KR		02717781
-	"REAL AHC,ALPHA,BHC,CA,CAG,CG,CGTEST;DA,DB;DTST,DISTR;DLSTAR,DR;"""" -DSTAR,DUMMY,ER,FR,FREXP,FRC,FR1,FR2,GAMMA,HC,INTGRX,L,LAST,LASTI,	200	02/17/81
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REAL AH(6), AV(9,6), 8H(6), BV(9,6), HOFSET(6), VOFSET(6), Y(7), 2(7)	2629102	C2/11/R1
	0019100	02/17/81
RXI, RYI, UX, DY, OZ, ALPHA, GAMMA, L, CLASS	0016116	C2/17/81
	0019100	C2/17/81
	0016140	02/11/81
rens FOR	0010100	C2/17/81
XED BY CL	0019100	02/17/81
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/CUPMON.	0018230	1971170
SOKED COM IN STOLENS FROM CAST	0016240	02/11/81
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9,6 CONSTANT.	2016260	1977177
TERCEPTS IN METERS FOR THE AMETER INDEXED BY DIST AND CLAS	0016280	62/17/61
	0016290	C2/11/81
6 CONSTANT.		02/17/81
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, ,	0018100	10711781
SLOPES FOR	00163180	02/17/81
DIST AND	C31639C	62/17/81
	0016400	18/11/20
⊃	0016420	02/11/81
	C01643G	62/17/81
ILATED.	0016440	18//1/20
	C016450	C2/17/81
ILATED.	0016470	C2/117/81
	0016480	62/11/81
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REAL SCALAR CALCULATED.		X AND Y COORDINATES OF THE WEST-MOST ROADWAY	0667100	62717781	
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REAL SCALAR CALCULATED. = THE HORIZONTAL CISPERSICN PARAMETER, IN METERS. 0018160 COTRITC COTRITC COTRIFC OUTBIEC			0181	02/11/81	
REAL SCALAR CALCULATED.		SCALAR CALCULATED.	1815	18/11/20	
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÷	SCALAR	0018220	02/17/81
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<i>S</i>	REAL SCALAR CALCULATED.	0318240	C2/11/81
٠	IEP/2.0.	0018250	02/1/81
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C TOLER REAL	SCALAR PARAMETER.	0018340	C2/17/81
1 1 2	THE DESIRED PRECISION OF THE VALUE RETURNED BY INTGRL.	0018350	02/11/81
		C018360	02/1//81
C TOLERI REAL	. SCALAR CALCULATED.	0018370	62/1/81
	= LN(IOLER).	0018380	C2/11/81
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C VC REAL	AL SCALAR CALCOLATED.	0018300	02717781
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	CONTAINS THE OFFSET DISTANCES IN METERS FOR THE VERTICLE	0618530	02/17/81
	EXED BY CLASS.	GC1854C	02/17/81
Commence of the contract of th		0018550	02/17/81
>	RRAY DIMENSION 7 CALCULATED.	0018560	02/17/81
C + THE	SEVEN COTE"S VARIABLES	0018570	C2/17/81
U		0018580	C2/17/81
C Z REA	OIMEN	0018590	02/17/81
CON	CONTAINS THE SEVEN COTE"S CONSTANTS.	0018603	02/17/81
		019810	C2/17/81
C ZR REA		0018620	02/11/81
1 = 1	16 LENGTH IN METERS OF A COTE"S INTEGRATION SUB	0018630	02/17/81
L	INTERVAL DIVIDEC EY 840.	0018640	62/17/81
U		CG18650	02/11/81
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	DATA AH 70.4998.0.1399.0.2ccl.0.1137.0.c9524.0.06387/	2/98100	18/1/20
C	ļ	0018680	/////
DATA AV /G.1	DATA AV 76.1181,6.04661,6.C1164,6*0.6661818,3*C.1361,6*0.6556,	0018690	02/17/81
0*6 *6011.0*e-	0 k	02/6100	// 1/2
-2*0*8287*4*U	-	0018710	C2/17/81
A CO. A CO.		AND THE PARTY OF T	
A CONTRACTOR OF THE PROPERTY O			
ere vide — mar - deser interpretational deservations des deservations			

	DATA BH 76.6679,6.8760,6.8961,0.9251,0.9011,0.9800/		C2/17/81 C2/17/81
0	DATA BV /1.0401,1.2155,1.4587,6*2.128C,3*C.9596,6*1.0962,5*C.9119.	00	02/17/81
-3	-3+0.8647,2+0.7614,4+0.6149,2+0.8299,3+0.7293,2+0.6146,2+0.4936,	- 1	C2/17/81
F !		C01818C	02/11/81
0	DATA HOFSET 77.8848#12.6129,23.5217,34.3966,45.5989,72.64157	0018790	62/17/81
	DATA INDEX /241.2.243.4.445.1046.2047.6048.9/	0018810	C2/11/81
3		0018820	62/17/81
0	DATA VCFSET /11.5155,12.7796,17.4995,27.3231,15.5362,57.2639/	CC1883C	(2/17/81
0	10.14.0.316.0.14.0.016.0.00.00.00.00.00.00.00.00.00.00.00.00.	0018840	02711781
2	740****************************	001880	C2/17/81
	DECEMBER AND DECEMBER AS COLUMN	0018870	C2/17/81
0	STATEMENT FUNCTIONS PIRT AND DISCIPL ART DEFINE. AS TOLICAS.	0018890	22
۵.	P(R)=R*SAG+SA*(RXI-DX)=CA*(RYI-DY)	0018900	C2/17/81
0	DIST(R)=R*CAG+CA*(RXI-0X)+SA*(RYI-0Y)	0018910	2:
		2	C2/11/81
~ ∢	INTITALIZE INTOKE; SEL UF VARIOUS FULLERANCE LIFTIS EASES ON FULLER AND ASSIGN FREQUENTLY USED ARRAY ELEPENTS AND FUNCTION CALLS TO		(2/11/81
8	SPEED EXECUTION.	0568100	62/11/81
		0968100	C2/17/81
_	INTGRL=0.0	0018970	C2/17/81
-	TOLER1=ALOG(TOLER)	0018980	18/11/20
	INTERACTORERACTOR	0000100	62717781
خ .	VC=VOFSET(CLASS)	0106100	
·I	HC=FDFSET(CLASS)	0019020	02/17/81
A	AHC = AH (CLASS)	C01963C	62/17/81
9	BHC=BH(CLASS)	0019040	C2/11/81
<i>ب</i> د	CARCUS (ALPHA)	0606100	02/17/81
ت	CG=COS(GAPPA)	0619076	C2/117/81
S	SG=SIN(GAHRA)	0019680	C2/11//81
، د		0606100	19/11/20
2	H0-5 INIAL TITA - UNDER H	0016100	18/11/20
œ	RSTAR IS THE R AT WHICH DIST(R) = 0.	0019120	C2717781
		0616100	02/11/81
	AND ADDRESS OF THE PARTY OF THE	0019140	02/11/1/81
-	INITIALIZE RSTAR IO A LARGE VALUE.	0516100	62/11/81
a	CT 40 = 1.01: 7.0	0016100	18/11/20
. ∓	IF(CAG .NE. G.O) PSTAR=(CA*(UX-RXI)+SA*(CY-RYI))/CAG	0616100	(2/17/81
-	A CHARLES IN THE PARTY OF A CHARLES OF THE PARTY OF THE P	0616100	02/117/81
3	9	0619260	02/11/81
-	EINEEN MEICE	2176120	18//1/29
	1F(RSYAR .LY. 0.0) CO TO 2C	0019236	02717781
. =	.Eq. 0.01	0019240	62/17/81
		0619250	C2/17/81
٥.	DSTAR IS THE VALUE OF DIST(0).	0926100	02/11/81
-			er de l'en l'entre d'entre de des des les les les les de l'éterns à mais de les les des des des les des les des
		e e de care de ambient de ambient de ambient de ambient de ambient de ambient de ambient de ambient de ambient	een en dese e anders maar kerken. Omde se kommen beste steel steel steel de de maar mandele de de dekse de steel
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NO. 9660	DATE 11/16/81 TIME 1212 LISTING OF MODULE HKY2356	h Y 2 3 5 6		race 3
	THE PARTY OF THE P		C2/17/81	energy and the state of the sta
DSTAR			14/11/0	- and the first of the state of
IFICS	51 D TC	510	C2/17/81	
IF RSTAR	TAR .GI. O AND OSTAR .GE. C, RI = O ANO R2 = MINIRSTAR, L1.	0019310	02/17/81	
		<u>س</u> ا د	C2/17/81	
81 = C.	RI=C.0	3 C	18/11/23	
KZ=AM	INITESTAR OF T	5	C2/17/81	
000	•	5	02/17/81	
IF RSTAR	TAR .GI. O AND DSTAR .LT. J, RI = RSTAR AND R2 = L.	5	02/17/81	
-		\overline{C}	C2/17/81	
10 RI=RSTAR	TAR	0686100	02/1//81	
K2 ≠ L		0	C2/17/81	
R1 .6	R WHICH DIS	5	02/17/81	
NOT	THUS THE INTEGRAL = C.	5	02/11/81	
	apparamental menture and a second menture of the second and the se	0	C2/11/81	
IFIRI	GE. A2) RETURN	0019450	18//1/20	
7		, 0	02/11/81	
DCTAB	STHE VALUE OF DISTING	0019480	C2/17/81	
× - C2			02/17/81	
20 DSTAR	DSTAR=-RSTAR*CAG		C2/17/81	
	To the time and the time and the time and the time and the time and the time and the time and	001	G2/17/81	
RSTAR	AND DSTAR .LT. O IMPLIES THAT THE INTERVAL OVER NE	001	02/11/81	
01510	THE	0636100	62/11/81	
LHE	VIEGRAL = 0.		02717781	
IFIESTAR	AS II. 0.01 RETURN	0956100	02/17/81	
		0019570	62/17/81	
IF RSTAR	TAR .LT. O AND DSTAR .GE. O. RI = O ANC R2 = L.	0019580	C2/11/81	
		0	02/11/81	
R1=0.0		2396103	C2/11/81	
K2≖L G0 T0	07	0019610	02/17/81	
2	The second control of the control of	0	02/11/81	-
DLSTAR IS	R IS THE VALUE OF DIST(L).	06100	C2/17/81	
		0	C2717/81	
30 DLSTA	DLSTAR=L+CAG+CA+(RX1-OX)+SA+(RY1-OY)	<u> </u>	02/17/81	The second secon
	THE RESERVE OF THE PARTY OF THE	5 5	18/1/20	
XS BY	LIN O LAPLIES THAT THE INTERVAL DVEN		13//1/20	
THUS		5 5	02/17/81	
		0116100	C2/17/81	
IFIDE	IFIDESTAR .LT. 0.0) RETURN	5	C2/17/81	
30 31	TO COUNTY OF THE	6019730	02/17/81	
NA LCR 71	THE O AND ULSTAN .UE. OF N C AND N.	5 6	13/11/61	A CANADA AND AND AND AND AND AND AND AND AN
0 = L a		5 0	13/11/20	
R2=1		0	02/17/81	
) :		5	62717781	
FIND RD,	RO, THE R SUCH THAT THE DERIVATIVE OF TIRI = 0.	2616100	C2/117/81	
	The special control of the second control of	5	18//1/20	- de
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DOT DOT	(10,CLASS) H)**2-1.6)*(EHC/(DISTR+HC))+ H0.52R**4C)) H0.52R**4C)) H0.52R**4C)) H0.52R**4C) H0.52R**4C) CLOSSEST TO THE OBSERVER CLOSSEST TO THE OBSERVER A MAXIMUM OF 20 DISECTIONS TO	0019850 0019850 0019850 0019850 0019850 001995	
0019940 0019950 00191950 00191950 00191950 00191950 00211 00191950 00211 00191950 00211 00191950 00219	.0+1.01) (10,CLASS) H1**2-1.01*(EHC/(DISTR+HC))+ (1015TR+VC)) 1*CAG (10,CLASS) H1**2-1.01*(EHC/(DISTR+HC))+ (10,CLASS) H1**2-1.01*(EHC/(DISTR+HC))+ (1015TR+VC)) 1*CAG (1015TR+VC)) 1*CAG (1015TR+VC) 1*CAG (1015T	001984c 0019850 001	
110.CLASS) 110.CC19416C 0271 110.CLASS) 110.CC19416	.0+1.01) (10,CLASS) H)**2-1.01*(EHC/(DISTR+HC))* (10,CLASS) H)**2-1.01*(EHC/(DISTR+HC)	CC19850 CC19870 CC19870 CC19870 CC19870 CC1997	
(10, CC 947 (C 94	.0+1.01) .0+1.01) .0+1.01) .0+1.01) .10, CLASS .0+1.01) .10, CLASS .11, CTASS .12, CTASS .13, CTASS .14, CTASS .15, CTASS .16, CTASS .17, CLOSSEST .18, CTASS .19, CLOSSEST .10, THE DERIVATIVE OF F .10, CLOSSEST .10, THE OBSERVER .10, CLOSSEST .10, THE OBSERVER .10, CLOSSEST .10, CL	0019990 001990 00190 00190 00190 00190 00190 00190 00190 0019	
CC 1947 CC 1947 CC 1948 CC CC 1948 CC CC CC CC CC CC CC	(10,CLASS) (10,STR+VC)))+CAG (10,STR+VC)))+CAG (10,CLASS) (10,CLASS) (10,STR+VC))+CAG (10,CLASS) (10,STR+VC))+CAG (10,STR+VC))+CAG (10,STR+VC))+CAG (10,STR+VC))+CAG (10,STR+VC)) (10,STR+VC))+CAG (10,STR+VC)) (10,STR+VC)) (10,STR+VC) (10,STR+VC) (10,STR+RB)/Z.0 A MAXIPUM OF 20 DISECTIONS TO	001947 001947 001949 001992 00199300 0019930 0019930 0019930 0019930 0019930 0019930 001993	
		0019990 001990 0019	
CLOSSEST TO THE OBSERVER	.0+1.0)) (10,CLASS) H)**2=[.G]*(FBECZ/(DISTR*HC))* // (DISTR*VC)))*CAG CLOSSEST TO THE DESERVER CLOSSEST TO THE OBSERVER A MAXIFULM OF 20 DISECTIONS TO	0019910 001991	
0019910 C271 0019920 00271 0019920 00271 0019920 00271 0019920 00271 0019920 00271 0019920 00271 0019920 00271 0019920 00271 00219920 00271 00219920 00271 00219920 00271 00219920 00271 00219920 00271 0021920 00271 0021920 00271 0021920 00271 0021920 00271 0021920 00271 0021920 00271 0021920 00271 0021920 00271 0021930 0027	.0+1.0)) (10,CLASS) H)**2=[.G]*(FBECT(DISTR*HC))* (10ISTR*VC))*CAG CHNICUE (THE DERIVATIVE OF F RC. CLOSSEST TO THE OBSERVER A MAXIFUM OF 20 DISECTIONS TO	001991C 001992C 001992C 0019940 0019940 0019940 0019990 001990 0019	
F CA . F O . WE FAVE FUNDE NO.		0019920 0019920 0019920 0019920 0019920 0019920 0019920 001993	
FILED	FIND DB, THE DERIVATIVE OF F AT R2. PR=P(R2)	0019930 0019940 0019940 0019990 0019990 0019990 0019990 0019990 0019990 0019990 0019990 0019990 0019990 001990 0	
FILED B. CG. 0.01 GG IO LIC CG1990G CG19	FINE DB, THE DERIVATIVE GF F AT R2. FINE DB, THE DERIVATIVE GF F AT R2. PR=P(R2) DISTR = DISTR(R2) DISTR = DISTR(R2) DISTR = DISTR(R3) DISTR = DISTR(R4) DISTR = DISTR DISTR = DISTR DISTR = DISTR DISTR = DISTR DISTR	CC019940 CC19950 CC19960 CC19960 CC19960 CC2CCC CC2CC1C CC2 CC2 CC2 CC2 CC2 CC2 CC2 CC2 CC2 CC2 CC2 CC2 CC2 CC2 CC2 C	
FINE DB, THE DERIVATIVE OF F AT R2. 02(1995) 02(1997) 02(1990) 02	PR=P(R2) DISTR=DIST(R2) DISTR=DIST(R2) DISTR=DIST(R2) DISTR=DIST(R2) DISTR=DIST(R2) DISTR=DIST(R2) DISTR=DIST(R2) DISTR=DIST(R2) DISTR=DISTR+DC1*BUTC SIGMAN=AHC+OFISTR+HC1**BUTC SIGMAN=AHC+OFISTR+HC1**BUTC SIGMAN=AHC+OFISTR+HC1**BUTC SIGMAN=AHC+OFISTR+HC1**BUTC SIGMAN=AHC+OFISTR+HC1**BUTC SIGMAN=AHC+OFISTR+HC1**BUTC SIGMAN=AHC+OFISTR+HC1**BUTC STARTING WITH THE ROADWAY END POINTS AND ROADWAY POINT CLOSEST THE RECEPTOR, USE THE BISECTION TECHNIQUE (THE BERTVATIVE OF F CHANGES SIGN ONLY AT RO1 TC LOCATE RC. THIS VALUE OF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER THIS VALUE OF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER THIS VALUE OF RA .OR. RO .GE. RB) RO=(RA+RB)/2.0 IRO IS A COUNTER. WE WITH PERFORM A MAXIPUM OF 20 DISECTIONS TO LOCATE RO.	0020120 0020130 0020130 0020120 0020020 0020020 0020020 0020020 002002	
FIND 09, THE DERIVATIVE OF TAIR R2. RE-RECTOR CONTRIBUTION OF THE DERIVATIVE OF THE DESTRUCTION OF THE DEST	FIND 0B, THE DERIVATIVE OF F AT RZ. PR=P(RZ) DISTR=DIST(RZ) DISTR=DIST(RZ) DISTR=DIST(RZ) DISTR=DIST(RZ) DISTR=DIST(RZ) DISTR=DIST(RZ) DISTR=DIST(RZ) DISTR=VCJ/100.00+1.01) DISTR=VCJ/100.00+1.01) DISTR=VCJ/100.00+1.01) DISTR=VCJ/100.00+1.01) DISTR=VCJ/100.00+1.01) DISTR=VCJ/100.00+1.01) DISTR=VCJ/100/100/100/100+1.00+1.01) DISTR=VCJ/100/100/100/100/100/100/100/100+1.00 DISTR=RC=PTOR THE ROADWAY END POINT CLOSEST THE CHANGES SIGN ONLY AT RO IC LOCATE RC. THE VALUE OF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER THIS VALUE OF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER THIS VALUE OF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER THIS VALUE OF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER THIS VALUE OF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER THO IS A COUNTER. WE WILL PERFCRM A PAXIFUM OF 20 DISECTIONS TO LOCATE RO. IRO IS A COUNTER. WE WILL PERFCRM A PAXIFUM OF 20 DISECTIONS TO LOCATE RO.	0019990 0019990 0019990 0019990 00200 00200 0020	
The part The part	PR=P(R2) DISTR=01ST(R2) DISTR=01ST(R2) DISTR=01ST(R2) DISTR=01ST(R2) DISTR=01STR+VC1/100.0+1.01) DISTR=01STR+VC1/100.0+1.01) DISTR=01STR+VC1/100.0+1.01) DISTR=01STR+VC1/10STR+VC1/10D.01 DISTR=01C1/C1CASS/C	0019990 0019990 0019990 0020010 0020020 0020050 0020050 0020050 0020010 0020110 0020110	
DESTRUCTION DESTRUCTION	DISTR-0151 (R2) DISTR-0151 (R2) DISTR-0151 (R2) SIGNAH-AHCH-OIDISTR+VC1/100.0+1.01) SIGNAH-AHCH-OIDISTR+HC1-+BHC SIGNAH-AHCH-OIDISTR+HC1-+BHC SIGNAH-AHCH-OIDISTR+HC1-+BHC SIGNAH-AHCH-OIDISTR+HC1-+BHC DB=1-PR*SAG/SIGNAH+*2-1.01+TECHSS) DB=1-PR*SAG/SIGNAH+*2-1.01+TECHSS) DB=1-PR*SAG/SIGNAH+*2-1.01+TECHSS) IF CB .EQ. 0. WE HAVE FOUNC RO. IF CB .EQ. 0. C) GG TG IIC STARTING WITH THE RGADWAY END POINTS AND ROADWAY POINT CLOSEST THE DERTVATIVE OF F CHANGES SIGN ONLY AT RO! TC LOCATE RC. RA=RI RB=R2 THIS VALUE UF RO IS THE RUAD POINT CLOSSEST TO THE GBSERVER THE RG CCA*[RY1-OY]-SA*[RX1-CX] IF (RO IS A COUNTER. WE WILL PERFCRM A MAXIMUM OF 20 DISECTIONS TO LOCATE RO. IRO IS A COUNTER. WE WILL PERFCRM A MAXIMUM OF 20 DISECTIONS TO LOCATE RO.	0019990 0020010 0020010 0020010 0020010 0020010 0020010 0020010 0020110	
	SIGNA SIGN	6020010 6020010 6020000 6020000 6020000 6020000 6020000 6020000 6020000 6020000 6020000 6020000 6020000 6020000 6020000 6020000	
\$\frac{1}{1} \text{Signation}{Sign	SIGNAH=AHC+(DISTR+HC)++BHC SIGNAH=AHC+(DISTR+HC)++BHC SIGNAV)++21.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)+-2-1.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)+-2-1.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)++2-1.01+(IPR/SIGNAH)+-2-1.01+(IP	6020010 6020020 6020020 6020060 6020060 6020060 6020060 6020060 6020060 602010 6020110	
SIGHAW-AVID-CLASSISTOLISTR-VC1+89VIED-CLASSISTOLISTR-VC1) C020203 C0273 C027514 C02751	SIGNAV=AV(IO,CLASS)*(DISTR+VC)**BV(ID,CLASS) BIE=1-PR*SAG/SIGMAH**2)+(I(PR/SIGMAH))**2-I.G)*(BEC/IDISTR*HC))+ I(OZ/SIGMAV)**2-1.0)*(BV(IC,CLASS)/IGISTR*VC)))*CAG IF CB .eq. 0, WE HAVE FOUNC RO. IF CB .eq. 0.c) GG IG IIC STARTING WITH THE RGADWAY END POINTS AND RGADWAY POINT CLOSEST THE RECEPTOR, USE THE BISECTION TECHNIQUE (THE DERIVATIVE OF F CHANGES SIGN ONLY AT RG) IC LOCATE RC. RA=RI RB=R2 THIS VALUE UF RO IS THE RGAD POINT CLOSSEST TO THE GBSERVER IF (RO IS A COUNTER. WE WILL PERFORM A MAXIPUM OF 20 DISECTIONS TO LOCATE RO. IRO IS A COUNTER. WE WILL PERFORM A MAXIPUM OF 20 DISECTIONS TO LOCATE RO.	002020 002030 002030 002030 002030 002000 002010 002010 0020110	
DOZESTICATION DOZESTICATIO	DB=[-PR*SAG/SIGMAH**2]+(I(PR/SIGMAH)**2-I.G)*(PEC/IDISTR*HC))+ I(OZ/SIGMAV)**2-1.0)*(BV(IC,CLASS)/IDISTR*VC)))*CAG If CB .eq. 0, WE HAVE FOUNC RO. STARTING WITH THE ROADWAY END POINTS AND ROADWAY POINT CLOSEST THE RECEPTOR, USE THE BISECTION TECHNIQUE (THE DERIVATIVE OF F CHANGES SIGN ONLY AT RO) IC LOCATE RC. THE RECEPTOR, USE THE BISECTION TECHNIQUE (THE DERIVATIVE OF F CHANGES SIGN ONLY AT RO) IC LOCATE RC. THIS VALUE UF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER THIS VALUE UF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER IF (RO IS A COUNTER. WE WILL PERFORM A MAXIMUM OF 20 DISECTIONS TO LOCATE RO. IRO IS A COUNTER. WE WILL PERFORM A MAXIMUM OF 20 DISECTIONS TO LOCATE RO.	0020030 0020050 0020050 0020050 0020060 0020010 0020110 0020130	
IF CB .eq. 0, WE FAVE FOLME RO. C020050 0270	If CB .60. 0, WE HAVE FOUNC RO. IF CB .60. 0, WE HAVE FOUNC RO. IF CB .60. 0. WE HAVE FOUNC RO. IF CB .60. 0. WE HAVE FOUNC RO. IF CB .60. 0. WE HAVE FOUNC RO. IF CB .60. 0. WE HAVE FOUNC RO. STARTING WITH THE ROADWAY END POINTS AND ROADWAY POINT CLOSEST THE RECEPTOR, USE THE BISECTION TECHNIQUE (THE DERIVATIVE OF F CHANGES SIGN ONLY AT RO) TO LOCATE RO. RA=RI RB=R2 IHIS VALUE UF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER IF (RO .1S A COUNTER. WE WILL PERFORM A MAXIMUM OF 20 DISECTIONS TO LOCATE RO. IRO IS A COUNTER. WE WILL PERFORM A MAXIMUM OF 20 DISECTIONS TO LOCATE RO.	C02CC40 0020050 C020060 C02C080 C02C080 C02C080 C02C080 C02C080 C02C080 C02C080 C02C080 C02C080 C02C080 C02C080	
EQ. 0, WE FAVE FOUND RO. EQ. 0.01 GG 10 11C EQ. 0.01 GG 10 11C EQ. 0.01 GG 10 11C EQ. 0.01 GG 10 11C COZOGOGOGO COZOGOGOGO COZOGOGOGO COZOGOGOGOGO COZOGOGOGOGOGOGOGOGOGOGOGOGOGOGOGOGOGOGO	EQ. 0, WE HAVE FOUNC RO. EQ. 0.C) GO TO LIC G WITH THE ROADWAY END POINTS AND ROADWAY POINT CLOSEST TEPTOR, USE THE BISECTION TECHNIQUE (THE DERIVATIVE OF F. SIGN ONLY AT RO) TO LOCATE RC. LUE UF RO IS THE RUAD POINT CLOSSEST TO THE OBSERVER RYI-OV)-SA*IRXI-OX) LE. RA .OR. RO .GE. RB) RO=(RA*RB)/Z.O A COUNTER. WE WILL PERFCRM A MAXIMUM OF 20 DISECTIONS TO RO.	0020050 0020060 0020080 0020080 002010 0020110 0020110	
EQ. 0.4 WE PAVE FOUNC RO. EQ. 0.6.1 GG TG 11C C C 2000 C C 2010 EQ. 0, WE HAVE FOUNC RO. EQ. 0.C) GO IO 11C IG WITH THE ROADWAY END POINTS AND ROADWAY POINT CLOSEST I EPTOR, USE THE BISCOTION TECHNIQUE (THE DERIVATIVE OF F SIGN ONLY AT RO! TO LOCATE RC. A.UE UF RO IS THE RUAD POINT CLOSSEST TO THE OBSERVER RY!-OY!-SA*[HXI-OX] LE. RA .OR. RO .GE. RB! RO=(RA*RB)/2.0 A COUNTER. WE WILL PERFORM A MAXIMUM OF 20 DISECTIONS TO RO.	CC20069 CC2C070 002C080 CC20090 CC201CC 00201CC 0020120		
EQ. 0.C1 GG TG 11C CC2CG07G CG701G CG701G CG701C	EQ. 0.C) GO TO LIC G WITH THE ROADWAY END POINTS AND ROADWAY POINT CLOSEST TEPTOR, USE THE BISECTION TECHNIQUE (THE DERIVATIVE OF F. SIGN ONLY AT RO) TO LOCATE RC. A.UE OF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER RYI-OY)—SA*(RXI-OX) LE. RA .OR. RO .GE. RB) RO=(RA*RB)/2.0 A COUNTER. WE WILL PERFORM A MAXIMUM OF 20 DISECTIONS TO RO.	CC2CG70 002CG80 CC20090 CC201CC 00201CC 0020130	
6. WITH THE ROADWAY END POINTS AND ROADWAY POINT CLOSEST TO 6020109 6771 6721 6721 6721 6721 6721 6721 6721	EQ. 0.C) GO TO LIC WITH THE ROADWAY END POINTS AND ROADWAY POINT CLOSEST F EPTOR, USE THE BISECTION TECHNICUE (THE DERIVATIVE OF F SIGN ONLY AT RO) TO LOCATE RC. RVI-OV)-SA*(RXI-OX) LE. RA .OR. RO .GE. RB) RO=(RA+RB)/2.0 A COUNTER. WE WILL PERFORM A MAXIMUM OF 20 DISECTIONS TO RO.	0020080 C020090 C0201CC 0020110 0020130	
CONTINUE NOT THE ROADWAY END POINTS AND ROADWAY POINT CLOSEST TO C020090 0271	G WITH THE ROADWAY END POINTS AND ROADWAY POINT CLOSEST TEPTOR, USE THE BISECTION TECHNICUE (THE DERIVATIVE OF F SIGN ONLY AT RO) TO LOCATE RC. AUE UF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER RYI-OY)-SA*(RXI-OX) LE. RA .OR. RO .GE. RB) RO=(RA+RB)/2.0 A COUNTER. WE WILL PERFORM A MAXIMUM OF 20 DISECTIONS TO RO.	6620090 6020166 0020110 0020126	
### HE BISECTION TECHNIQUE (THE DERIVATIVE OF F 002011C C27	LOW WITH THE KUADWAY END PUINTS AND KUADWAY PUINT CLUSEST TEPTOR, USE THE BISCTION TECHNICUE (THE DERIVATIVE OF F SIGN ONLY AT RO) TO LOCATE RC. AUE UF RO IS THE RUAD POINT CLOSSEST TO THE OBSERVER LE. RA .OR. RO .GE. RB RO=(RA+RB)/2.0 A COUNTER. WE WILL PERFORM A PAXIPUM OF 20 DISECTIONS TO RO.	0020110 0020120 0020130	
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CO2C14C C271 LLE NA JON TO THE OBSERVER 0020160 0271 RY1-0Y)-SA*(RXI-OX) LE. AA .OR . GE. RB) RO= (RA+RB)/2.0 C22014C C220	AUE UF RO IS THE RUAD POINT CLOSSEST TO THE OBSERVER RYL-OV)-SA*(RXL-OX) LE. RA .OR. RO .GE. RB) RO=(RA+RB)/2.0 A COUNTER. WE WILL PERFCRM A MAXIMUM OF 20 DISECTIONS RO.	5 7 1 0 0 0	
AUTO OF THE ROAD POINT CLOSSEST TO THE OBSERVER 0020160 0271 RY1-0Y)-SA+(HXI-OX) LE. AA .OK. RO .GE. RB RO=(RA+RB)/2.0 0270190 0271 A COUNTER. WE WILL PERFORM A PAXIMUM OF 20 DISECTIONS TO 002020 0271 RO. COCOCCOCCO 0271 RO. COCOCCOCCOCCOCCOCCOCCOCCOCCOCCOCCOCCOCC	AUE OF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER RYL-OV)-SAVIRXI-OX) LE. RA .OR. RO .GE. RB) RO=(RA+RB)/2.0 A COUNTER. WE WILL PERFCRM A PAXIPUM OF 20 DISECTIONS RO.	2412422	
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LUE OF RO IS THE ROAD POINT CLOSSEST TO THE OBSERVER 0020170 0271 RYI-0VI-5A*(IRXI-0X) RYI-0VI-5A*(IRXI-0X) RYI-0VI-5A*(IRXI-0X) REAL COUNTER. WE WILL PERFCRE A MAXIMUM OF 20 DISECTIONS TO 0020270 0271 RO. C020245 0271 RO. C020346 0271 RO. C020347	ALUE OF ROTS THE ROAD POINT CLOSSEST TO THE OBSERVER RYI-OVI-SA*(RXI-OX) LE. RA .OR. RO .GE. RB] RO=(RA+RB)/2.0 A COUNTER. WE WILL PERFCRM A MAXIMUM OF 20 DISECTIONS RO.	0020160	
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A COUNTER. WE WILL PERFCRM A MAXIMUM OF 20 DISECTIONS TO 3020220 C271 RO. C020240 0271 C020240 0271 C020240 0271 C020250 0271 O020250 0271 INTERVAL CONTAINING RO IS STILL LARGE, AND WE HAVE NOT VET G020270 0271 BISECTIONS, WE CCNTINUE THE BISECTION PROCESS. CC20280 0271 A1 .LT. 1.0 .OR. IRU .GT. 20) GO TO 110 CC2010 CC271 C020310 CC20310 CC271 STRIND XIMINITIOL.O, IDISTR+VC1/100.0+1.C1) C020330 C020330 C0271 C020330 C020330 C020330 C020330	A COUNTER. WE WILL PERFCRM A MAXIMUM OF 20 DISECTIONS RO.	202020	
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IE INTERVAL CONTAINING RO IS STILL LARGE, AND WE HAVE NOT YET GG20270 20 BISECTIONS, WE CCNTINUE THE BISECTION PROCESS. CC2028C 0271 CB-RA) .LT. 1.0 .UR. IRU .GT. 201 GD ID 11C CG203CO CG203CC CG20CC CG20CC CG20CC CG20CC CG20CC CG20CC CG20CC CG20CC CG20CC CG20C		0020260	
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(B-RA) .LT. 1.0 .UR. IRU .GT. 20) GD TD 110 0020320 0271 CG2031C C271 CG2031C CG	20 BISECTIONS, WE CONTINUE THE BISECTION PROCESS.	CC20280	
. 1.0 .0R. IRU .GT. 20) GO TO 11C 60203CO 62/1 CG2031C 62/1 CO2032C 62/1 CO2033O 02/1 101.0,(GISTR+VC)/100.0+1.C))		0020200	1
CG2031C C271 001.0,(CDISTR+VC)/100.0+1.C)) C020330 C02034G C271 C01.0,(CDISTR+VC)/100.0+1.C)	.LT. 1.0 .UR. IRU .GT. 20) GD TD 11	0020300	
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A CONTOLOGICAL	PFC/1015TR+FC11+ 6020370	CONTRACTOR CONTRACTOR
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2	. 40000	
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	00505	
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BO HAS REEN FOUND.	60205	
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ID, CLASS)	90700	
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FRO=EXP(FREXP)/(SIGNAH*SIGNAV)	00201	
SENERALLY	TE EXPENSIVE	
DUE TO THE LENGTH OF THE INTERVAL (RI, R2), AND S		
OF F IS SUCH THAT IT DECAYS EXPCNENTIALLY AWAY F	,	
WORTH SHORTENING THE INTERVAL (RI, R2) AS MUCH AS	I AS MUCH AS POSSIBLE WITHOUT 0020770	
CAUSING AN ERROR IN THE INTEGRATION OF MORE INDI		
PROCESS ALSO ELIMINATES THE POSSIBILITY OF EXPON	ز	
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10 10 10 10 10 10 10 10	10 10 10 10 10 10 10 10	10 10 10 10 10 10 10 10	DISTREDIST(R) SIGNAH=ALCALOSTRINIO 0, (DISTR+VC)/100.0+1.01) SIGNAH=ALCALOSTRINIO 1.0, (DISTR+VC)+*BV(ID, CLASS) FR = C. 5 FR = C. 5 FR = C. 5 FR = C. 5 FR = C. 6 FR = C. 7 FR = C. 7 FR = C. 7 FR = FR + FR + FR - RX + Z + GZ / SIGNAV) + * 2 FR = C. 6 FR = C. 6 FR = C. 6 FR = C. 7 FR = FR + FR + FR - RX + Z + GZ / SIGNAV) + * 2 FR = FR + FR + FR - RX + Z + GZ / SIGNAV + * 2 FR = FR + FR + FR - RX + Z + GZ / SIGNAV + * 2 FR = FR + FR + FR - RX + Z + GZ / SIGNAV + Z + GZ / Z + G	C2/17/81 C2/17/81
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SIGNA=AMILO Signa=Amilo Signa=Amilo	SIGPAM=ANT (D.CLASS)	Signate = Air	SIGNAH=AHC+101STRiHC)************************************	02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81
STANDARD STANDARD	STANDARD STANDARD STANDARD STANDARD	STANDARD STANDARD	SIGNA=AV(ID,CLASS) + (DISTR+VC)************************************	C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1 C2717/#1
FREE_C. GOOD FREE_C. GOOD G	FREE GOOD FREE GOOD	FREC. 00210000 00210000 00210000 00210000 00210000 00210000 00210000 00210000 00210000	FREC. C ER = 0.5 * ((P(R)/SIGMH)**2+(02/SIGMAV)**2) IF (ER .GT. TOLER3) FR = EXP(FR]/(SIGMAN*SIGMAV) ER = (FR1+FR)* (R-RX)/Z. 0 IF (ER .GT. TOLER2) R1 = R IF (ER .GT. TOLER2) R1 = R IF (IR .GE . 15 .OR. ABS (RA-R1) .LT. 1.0) GO TO 140 GO 10 121 COMPUTE F AT THE NEW VALUE OF R1. FR=FR1 D = NODEX(HINI (131.0, (DISTR*VC)/100.0+1.0)) SIGMAH=AHC**(USTSTR*VC)***BV(1D, CLASS) FRI = EXP(-0.5**((P(RI)/SIGMAY)**2*(OZ/SIGMAV)**2)))/(SIGMAH*SIGMAV) REFINE R2 TO ELIMINATE UNDERFLGK AND TYPRCVE FFFTCIENCY. RX=R2 RA=R0 DISTR=DIST(R2) 10= INDEX(HINI (101.0)**(DISTR*VC)***BV(1D, CLASS) SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC SIGMAH=AHC**(DISTR*HC)**BHC	C2/17/81 O2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81
FRE FIG. THE NEW YALE OF STANDAY CONTINUED FRE FIG. THE REAL FACE	FRE FIG. THE NEW YOLK OF THE NAME THE	FREE FOR THE NOTE OF THE NOT	ER=-0.5*(IPLEA) FR=EXP[ERIJ/SIGMAV) = FFER -0.5*(IDLEA) FR=EXP[ERIJ/SIGMAV) ER=(FRI-FR) * (R-RX) / Z. 0 IF(ER .LE. TOLER2) RI=R IF(ER .CI. TULER2) RA=R IF(ER .GI. TULER2) RA=R IF(IR .GE. 15 .UR. ABS (RA-RI) .LI. 1.0) Gd Tq 140 GO TO 121 COMPUTE F AT THE NEW VALUE OF RI. FR=FRI	02/1//81 02/1//81 02/1//81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81
FIGE FIGE	FIGE F.	FIGE FIGE	ER = (FRI+FR) + (FR = KXF) = (A	C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81
FERR CT TOLE REAL RAS RA-R FICHS CT LOLE REAL RAS FICHS CT LOLE REAL RAS FICHS CT LOLE REAL LOLE REAL FICHS CT LOLE REAL RAS FICHS CT LOLE REAL LOLE REAL FICHS CT CT FIC	FERR CT TOLE REAL RAS	FIGH LEAR THE READ READ LT. L.0 GG TQ TQ GO LO GO G	F(ER .LE. TOLER2) RI=R F(ER .CE. TOLER2) RA=R F(ER .CE. TOLER2) RA=R F(ER .CE. 15 .OR. ABS(RA-RI) .LT. 1.0) Gd TQ 140 GO TO 121 COMPUTE F AT THE NEW VALUE OF RI. FR=FRI DISTR=DIST(RI) DISTR+VC)/100.0+1.0) SIGMAH=AHC*(ID*RHC)**RHC) SIGMAH=AHC*(ID*RHC)**RHC) SIGMAH=AHC*(ID*RHC)**RHC) SIGMAH=AHC*(ID*RHC)**RHC) SIGMAH=AHC*(ID*RHC)**RHC) RA=RO SIGMAH=AHC*(ID*INATE UNDERFLO* AND IPPRCVE EFFICIENCY. RA=RO DISTR=DIST(R2) DISTR=DIST(R2) SIGMAH=AHC*(ID*STR*HC) **BUT ID*CLASS) FRZ=0.0	C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81
			FER	C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81
FITE GE. 15 UR. ABSIRA-RI) LT. 1.01 .GG TG TG TG GG 113C GG 10 121 GG 115 GG 115 GG 115 GG 115 GG 115 GG 115 GG 115 GG 116 GG 116 GG 116 GG 116 GG 116 GG 116 GG 116 GG 116 GG 116 GG 116 GG 116 GG 116 GG 116 GG 116 GG 116 GG 126 GG 127 G	FITE GE. 15 UR. ABSIRA-RI] LT. 1.01 .GG TG 140	FITE 166	IF(IR.:GE. 15.:UR. ABS(RA-RI) .LT. 1.0) GQ TQ 140 GQ TO 121 CQMPUTE F AT THE NEW VALUE OF RI. FR=FRI DISTR=DIST(RI) ID=INDEX(HINI(131.0, (DISTR+VC)/100.0+1.0)) SIGNAH=AHC*(DISTR+HC)** BHC SIGNAH=AHC*(DISTR+HC)** BHC SIGNAH=AHC*(DISTR+HC)** BHC SIGNAH=AHC*(DISTR+HC)** BHC RX=R2 RX=R2 RX=R0 DISTR=DIST(R2) ID=INDEX(HINI(101.0, (DISTR+VC)/100.0+1.0)) SIGNAH=AHC*(DISTR+HC)** BHC SIGNAH=AHC*(DISTR*HC)** BHC SIGNAN=AN(ID, CLASS)*(DISTR+VC)** BV(ID, CLASS) FR2=0.0	C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81
CORPUTE F AT THE NEW VALUE OF RI. CO2114C	COMPUTE F AT THE NEW VALUE OF RI. COMPUTE F AT THE NEW VALUE OF RI. DISTRACTOR TO 121 DISTRACTOR THAT IN THE NEW VALUE OF RI. DISTRACTOR THAT IN THE NEW VALUE OF RI. SIGNAHAMICTOR THAT IN THE NEW VALUE OF STATE OF THAT IN THE NEW VALUE OF THAT IN THAT IN THE NEW VALUE OF THAT IN THAT IN THE NEW VALUE OF THAT IN T	CGHUIF F AI THE NEW VALUE OF RI. CGD 11 C COMPUTE F AI THE NEW VALUE OF RI. DISTR=DISTRIP THAT IL 11.0, ID (STR + C/1/100.0+1.0) CO21150 DISTR=DISTRIP THAT IL 11.0, ID (STR + C/1/100.0+1.0) CO2120 SIGNAH-AMIC FOR STR HIGT ** ** ** ** ** ** ** ** ** ** ** ** **	GO TO 121 COMPUTE F AT THE NEW VALUE OF RI. FR=FRI DISTR=DIST(RI) ID=INDEX(HINI(131.0, (DISTR+VC)/100.0+1.0)) SIGPAH=AHC*(DISTR+HC)**BHC SIGPAH=AHC*(DISTR+HC)**BHC SIGPAH=AHC*(DISTR+HC)**BHC SIGPAH=AHC*(DISTR+HC)**BHC SIGPAH=AHC*(DISTR+HC)**BHC RX=R2 RA=R0 DISTR=DIST(R2) ID=INDEX(HINI(101.0, (DISTR+VC)/100.0+1.0)) SIGPAH=AHC*(DISTR+HC)**BHC SIGPAH=AHC*(DISTR+HC)**BHC SIGPAH=AHC*(DISTR+HC)**BHC SIGPAH=AHC*(DISTR+HC)**BHC SIGPAH=AHC*(DISTR+HC)**BUTTO*(DISTR**D	C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81
COMPUTE F AT THE NEW VALUE OF R1. FREED STORY OF CONTING CONT	COMPUTE F AT THE NEW VALUE OF R1. G021150	COMPUTE F AT THE NEW VALUE OF R1. G021150	COMPUTE F AT THE NEW VALUE OF RI. FR=FRI DISTR=DIST(RI) ID=INDEX(HINI(131.0, (DISTR+VC)/100.0+1.0)) SIGPAH=AHC*(DISTR+HC)**EBHC SIGPAH=AHC*(DISTR+HC)**EBHC SIGPAH=AHC*(DISTR+HC)**EBHC SIGPAH=AHC*(DISTR+HC)**EBHC SIGPAH=AHC*(DISTR+HC)**EBHC RX=R2 RA=R0 DISTR=DIST(R2) ID=INDEX(HINI(101.0, (DISTR+VC)/100.0+1.0)) SIGPAH=AHC*(DISTR+HC)**EBHC SIGPAH=AHC*(DISTR+HC)**EBHC SIGPAH=AHC*(DISTR+HC)**EBHC SIGPAH=AHC*(DISTR+HC)**EBHC SIGPAH=AHC*(DISTR+HC)**EBHC SIGPAH=AHC*(DISTR+HC)**EBHC	02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81
COMPUTE F AT THE NEW VALUE OF RI. FR=FR DISTR=DIST(RI) DISTR=DIST(RI) C021190 C021190 C021190 C021190 C02120 SIGNAH=ANCE(DISTR=PUC)**EW(ID,CLASS) SIGNAH=ANCE(DISTR=PUC)**EW(ID,CLASS) SIGNAH=ANCE(DISTR=PUC)**EW(ID,CLASS) SIGNAH=ANCE(DISTR=PUC)**EW(ID,CLASS) FRI=EXP(-0.5*(IP(IT)SIGNAH)**2**CDSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS	COMPUTE F AT THE NEW VALUE OF RI. FR=FR DISTR=DIST(RI) DISTR=DIST(RI) DISTR=DIST(RINITATION OF RI. SIGNAH-ANGE TO EXTRACT OF THE CONTROL OF CONTROL SIGNAH-ANGE TO STATE THE THE THE THE THE THE THE THE THE T	COMPUTE F AT THE NEW VALUE OF RI. CONTING DISTR=DIST(RI) DISTR=DIST(RI) DISTR=DISTR(RI) SIGRAH=ANIC (DISTR+NC)*100.0+1.01) CONTING	ER=FR! DISTR=DIST(R!) DISTR=DIST(R!) DISTR=DIST(R!) DISTR=DIST(R!) SIGHAH=ANIC*(DISTR+VC)/100.0+1.0)) SIGHAH=ANIC*(DISTR*VC)**BV(ID,CLASS) FRI=EXP(-0.5*([P[R])/SIGPAF)**2*([DZ/SIGHAV)**2]))/(SIGHAH*SIGHAV) REFINE R2 TO ELIHTMATE UNDERFLCK AND IPPRCVE EFFICIENCY. RX=R0 DISTR=DIST(R2) ID=INDEX(HINI(10).0,(DISTR+VC)/100.0+1.0)) SIGHAH=ANIC*(DISTR*HC)**BHC SIGHAH=ANIC*(DISTR*HC)**BHC SIGHAH=ANIC*(DISTR*HC)**BHC SIGHAH=ANIC*(DISTR*HC)**BHC	C2717/81 C2717/81 C2717/81 C2717/81 C2717/81 C2717/81 C2717/81 C2717/81 C2717/81
FR=FR1 002117C 0021180 0021180 0021180 0021180 0021180 0021180 0021180 0021180 0021180 002120 002130	FR=FR1 DISTRIBUTION DISTRIBUTION DISTRIBUTION DISTRIBUTION DISTRIBUTION DISTRIBUTION SIGNAM-ANTID.CLASS1+CUISTR+VC)/LIOO.O+1.01) SIGNAM-ANTID.CLASS1+CUISTR+VC)**EBV(1D,CLASS) FRI=EXPL-O.5*(IP(FI)/SIGNAM-)**2*(ID/SIGNAM)**2)7/TSIGHAH*SIGHAV) COZ1220 RX=R2 REFINE R2 IU ELIHIRATE UNDERFLCG AND IPPRCVE EFFTCTENCY. OC21260 COZ1260 COZ1260 COZ1260 COZ1260 COZ1260 COZ1260 COZ1260 COZ1260 COZ1360 CO	FR=FR1	FR=FR1 DISTR=DIST(R1) ID=INDEX(HINI(131.0, IDISTR+VC)/100.0+1.0) SIGHAH=ANIC*(DISTR+HC)**BHC SIGHAH=ANIC*(DISTR+HC)**BHC SIGHAH=ANIC*(DISTR+HC)**BHC FRI=EXP(-0.5*([P[R])/SIGPAF)**2*([DZ/SIGHAV)**2])/TSIGHAH*SIGHAV) REFINE R2 IO ELIHIMATE UNDERFLGK AND IPPRCVE EFFICIENCY. RX=R0 BISTR=DIST(R2) ID=INDEX(HINI(101.0, IDISTR+VC)/100.0+1.0)) SIGHAH=ANIC*(DISTR+HC)**BHC SIGHAH=ANIC*(DISTR+HC)**BHC SIGHAH=ANIC*(DISTR+HC)**BHC SIGHAH=ANIC*(DISTR+HC)**BHC	02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81
FREER COLUMN CO	FREER COLUMN CO	FR=FRI C021180 C02120	FR=FR1 DISTR=DIST(R1) 1D=INDEX(HIN1(131.0, (D(STR*VC)/100.0+1.0)) SIGMAH=AHC*(DISTR*HC)**BHC SIGMAH=AHC*(DISTR*HC)**BHC SIGMAH=AHC*(DISTR*HC)**BHC FRI=EXP(-0.5*((P(RI)/SIGPAF)**2*(DZ/SIGMAV)**2))/TSIGMAH*SIGHAV) REFINE R2 TO ELIHTMATE UNDERFLCG AND IMPRCVE EFFICIENCY. RX=R2 RA=R0 DISTR=DIST(R2) 1D=INDEX(HIN1(101.0,(DISTR*VC)/100.0+1.0)) SIGMAH=AHC*(DISTR*HC)**BHC SIGMAH=AHC*(DISTR*HC)**BHC SIGMAH=AHC*(DISTR*HC)**BHC SIGMAH=AHC*(DISTR*HC)**BHC	02/17/61 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81 02/17/81
DESTREADISTRING DESTREMENT	DISTREDISTRAIN	Distriction Distriction	.0+1.01) (ID, CLASS) Z/STGMAV1**ZTGMAV1 ND TPPRCVE EFFTCIENCY0+1.01)	C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81
NET NOTE NOTE NOTE NOTE NOTE	NET NUMBER NUMB	NET NUMBER NUMB	.0+1.01) Z/STGMAV1**ZTCTSTGMAH*STGMAV1 ND TPPRCVE EFFTCTENCY0+1.01)	C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81 C2/17/81
SIGPAN=ANIC SIGPAN=ANIC	SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=ANIC SIGPAN=SIGNAY G02123C G02124C G02142C G02142C G02142C G02142C G02142C G02142C G0214CC G02124C G02142C G0	SIGPAN-ANIC LOISTRINGT ** BULD CLASS) SIGPAN-ANIC LOISTRINGT ** BULD CLASS ** ICO STRAYON ** BULD STRAYON CONTENT CON	(1D,CLASS) Z/STGMAV]**Z]J/Z/STGMAH*STGMAV) ND TPPRCVE EFFTCIENCY0+1.01)	02/17/81 02/17/81 02/17/81 02/17/81 02/17/81
No. No.	No. No.	REFINE R2 O	ZZSTGMAV)**ZJJZZSTGMAH*STGMAV) ZZSTGMAVJ**ZJJZZSTGMAH*STGMAVJ ND TPPRCVE EFFTCIENCY0+1.01)	C2717/81 C2717/81 C2717/81 C2717/81 C2717/81
REFINE R2 TO ELIMINATE UNDERFLOK AND IMPROVE EFFICIENCY. RX=R2 RA=R0 DISTR=BIST (R2) ID=INDEX (HINI (101.0, (DISTR+VC)/100.0+1.0)) SIGMAH=AIC+(DISTR+C)+*BBC SIGMAH=AIC+(DISTR+C)+*BV(ID, CLASS) FF 2 = 0.0 IF (RR .GT . TOLER3) FR 2 = EXP (FRI/TSIGMAN) OC2133C R= R - 0.5+((PR)/SIGMAH)+*2+(02/SIGMAN)+*5IGMAN) OC2135C R= R - 0.5+((PR)/SIGMAH)+*2+(02/SIGMAN)+*5IGMAN) OC2135C R= R + R + 1 OC2135C R= IR + 1 OC2135C R= IR + 1 OC2135C SIGMAH=AIC+(DISTR+C)+*BV(ID, CLASS) OC2135C SIGMAH=AIC+(DISTR+C)+*BV(ID, CLASS) OC2135C SIGMAH=AIC+(DISTR+C)+*BV(ID, CLASS) SIGMAN=AIC+(DISTR+C)+*BV(ID, CLASS) SIGMAN=AIC+(DISTR+C)+*BV(ID, CLASS) SIGMAN=AIC+(DISTR+C)+*BV(ID, CLASS)	REFINE R2 O ELIMINATE UNDERFLCE AND IPPRCVE FFTCIENCY. O C 2 1 2 4 C C 2 1 2 5 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1 2 C C 2 1	REFINE R2 10 ELIMINATE UNDERFLOK AND IMPROVE EFFCTENCY	ND IPPRCVE EFFICIENCY. O+1.01)	C2717/81 C2717/81 C2717/81 C2717/81
RX=R2	RX=R2	RY=R2	ND TPPRCVE EFFICIENCY0+1.01)	02717/81 02717/81 02717/81 02717/81
RX=RZ RZ=RZ RZ=RZ RZ=RZ RZ=RZ RZ=RZ RZ=RZ RZ=RZ RZ=RZ R	RX=R2	RX=R2	.0+1.01)	02/17/81 C2/17/81 02/17/81
RX=R2	RX=R2	RX=R2	.0+1.01)	C2717781 02717781
RA=RQ	RA=RO	RA=RO	.0+1.01) [[D,CLASS]	02/11/81
DISTR=DIST(R2)	DISTR=DIST(R2)	DISTR=DIST(R2) 10=INDEX(HIN 1101.0, fDISTR+VC1/100.0+1.01) 10=INDEX(HIN 1101.0, fDISTR+VC1/100.0+1.01) 51GAM+=ANICACINSTR+HC1/EBHC 51GAM+=ANICACINSTR+HC1/EBHC 51GAM+=ANICACINSTR+HC1/EBHC 51GAM+=ANICACINSTR+HC1/EBHC 6021340 6021340 6021340 6021350 7 F E F G G G G G G G G G G G G G G G G G	.0+1.01) [[D,CLASS]	
ID=INDEX(MINI(101.0, (DISTR+VC)/100.0+1.0) C6213C	ID=INDEX(HIN1(101.0, {EISTR+VC}/100.0+1.0)	ID=INDEX(#INI(101.0, {DISTR+VC}/100.0+1.0) CG213CC SIGMAH=AIC+(DISTR+HC)**BHC SIGMAH=AIC+(DISTR+HC)**BV(fD,CLASS) CG213CC SIGMAH=AIC+(DISTR+HC)**BV(fD,CLASS) CG213CC SIGMAH=AIC+(DISTR+HC)**BV(fD,CLASS) CG213C SIGMAH=AIC+(DISTR+HC)**BV(fD,CLASS) CG213C CG21	.0+1.01) [[D,CLASS]	02/17/81
SIGNAH=AHC+(DISTR+HC)**BHC SIGNAV=AV(ID*CLASS)*(DISTR+VC)**BV(ID*CLASS) SIGNAV=AV(ID*CLASS)*(DISTR+VC)**BV(ID*CLASS) SIGNAV=AV(ID*CLASS)*(DISTR+VC)**BV(ID*CLASS) CC2132C CC2132C CC2134C	SIGNAH=AHC+(DISTR+HC)**BHC SIGNAH=AHC+(DISTR+HC)**BHC SIGNAV=AV(ID,CLASS)*(DISTR+VC)**BV(ID,CLASS) SIGNAV=AV(ID,CLASS)*(DISTR+VC)**BV(ID,CLASS) CC2132C CC2132C CC2132C CC2134C CC2134C CC2134C CC2136C CC213C	SIGMAH=AHC*(DISTR*HC)**BHC SIGMAH=AHC*(DISTR*HC)**BHC SIGMAH=AHC*(DISTR*VC)**BV(ID, CLASS) CC2132C CC2132C CC2132C CC2132C CC2133C CC2135C CC2135C CC2135C CC2135C CC2135C CC213C IR=C IR=C IR=C IR=IR*I CC213C CC213C CC213C IR=IR*I CC213C IR=IR*I CC213C CC213C IR=IR*I CC213C CC213C IR=IR*I CC213C CC213C IR=IR*I CC213C CC213C IR=IR*I CC213C CC213C CC213C IR=IR*I CC213C CC213C IR=IR*I CC213C CC213C IR=IR*I CC213C CC	(ID, CLASS)	62/17/81
SIGPAV=AV(ID,CLASS)*(DISTR+VC)**BV(ID,CLASS) CC2132C CG2133C ER=-0.5*(IP(R2)/SIGPAH)**2+(DZ/SIGPAH)**2) IF(ER .GT. TOLER3) FR2=EXP(ER)/(SIGPAH)**SIGPAN) CG21360 CG21360 R=(RA+R2)/2.0 CG21360 CG21360 R=(RA+R2)/2.0 CG21360 CG21360 CG21360 CG21370 CG21360 CG21370 CG21	SIGPAV=AV(ID,CLASS)*(DISTR+VC)**BV(ID,CLASS) CC2132C FR2=0.0 FR2=0.0 FR2=0.0 G02134C G02134C IF(ER .GT. TOLER3) FR2=EXP(ER)/(SIGPAH*SIGMAV) G02135C R=C R=CRA+R2)/2.0 G02137C IR = IR + I DISTR=DIST(R) G02137C G02137C G02137C G02137C G02137C SIGPAH=AHC*(DISTR+VC)/100.0+1.C)) SIGPAH=AHC*(DISTR+HC)**UHC SIGPAH=AHC*(DISTR+HC)**UHC SIGPAH=AHC*(DISTR+HC)**UHC SIGPAV=AV(ID,CLASS)*(DISTR+VC)**BV(ID,CLASS) G021420	SIGPAV=AV(ID,CLASS)*(DISTR+VC)**BV(ID,CLASS) CC2132C FR2=0.0 FR2=0.0 FR2=0.0 FR2=0.0 FR3-0.0 FR3-0.0 FR3-0.0 FR4-0.0 FR4-0.0 FR5-0.0 FR	(ID, CLASS)	C2/17/81
21/SIGPAH)**2+(02/SIGPAV)**?) C021340 C021350 C021350 C021350 C021350 C021350 C021350 C021350 C021350 C021360 C021360 C021370	FR2=0.0 FR2=0.0 ER=-0.5*((P(R2)/SIGPAH)**2+(02/SIGPAV)**2) ER=-0.5*((P(R2)/SIGPAH)**2+(02/SIGPAV)**2) IF FER .GT. TOLER3J FR2=EXP(ER)/ISIGPAH*SIGPAV) IR=C R=(RA+R2)/2.0 C021360 R=(RA+R2)/2.0 O021370 O021370 O021370 O021370 O021370 SIGPAH=AHC*(DISTR+WC)/100.0+1.0) SIGPAN=AHC*(DISTR+WC)**BHC SIGPAN=AHC*(DISTR+WC)**BHC SIGPAN=AHC*(DISTR+WC)**BHC SIGPAN=AHC*(DISTR+WC)**BHC SIGPAN=AHC*(DISTR+WC)**BHC SIGPAN=AHC*(DISTR+WC)**BHC SIGPAN=AHC*(DISTR+WC)**BHC SIGPAN=AHC*(DISTR+WC)**BHC	FR2=0.0 FR2=0.0 ER=-0.5*((P(R2)/SIGPAH)**2+(02/SIGPAV)**2) ER=-0.5*((P(R2)/SIGPAH)**2+(02/SIGPAV)**2) IF FER .GT. TOLER3) FR2=EXP(ER)/ISIGPAH*SIGHAV) GC21360 R=(RA+R2)/2.0 R=IR+1 GC21360 GC21360 GC21370 GC21370 GC21370 GC21370 GC214CC SIGPAH=AHC*(DISTR+C)**BHC SIGPAV=AV(ID,CLASS)**(DISTR+VC)***BV(ID,CLASS) GC21420		02/11/81
ER=-0.5*((P(R2)/SIGPAH)**2+(02/SIGPAV)**2) IF(ER .GT. TOLER3) FR2=EXP(ER)/(SIGPAH*SIGMAV) IR=C R=(R=C)	ER=-0.5*((P(R2)/SIGPAH)************************************	ER=-0.5*((P(R2)/SIGPAH)**2+(02/SIGPAV)**?) IF (ER .GT. TOLER3) FR2=EXP(ER)/(SIGPAH*SIGMAV) IR=C R=(RA+R2)/2.0 R=(RA+R2)/2.		C2/17/81
F(ER .GT. TOLER3) FR2=EXP(ER)/ISIGWAH*SIGMAV)	F(ER .GT. TOLER3) FR2=EXP(ER)/ISIGWAH*SIGMAV	F(ER .GT. TOLER3) FR2=EXP(ER)/ISIGWAH*SIGMAV	*AVI**21	62/17/81
R=C	R=C	R=C	RGT. TOLER3] FR2=EXP(ER)7(SIGMAH*SIGMAV)	02/17/81
R=(RA+R2)/2.0 1R=1R+1 1R=1R+1 1D=STR=DTST(R) 1D=STR=DTST(R	R=(RA+R2)/2.0 0021370 IR=IR+1 0021380 0021380 DISTR=DTSTR1) 01STR+0C190 01STR+0C190 SIGMAN=AHC+(DISTR+HC)**UHC SIGMAN=AHC+(DISTR+HC)**UHC SIGMAN=AHC+(DISTR+HC)**UHC SIGMAN=AHC+(DISTR+HC)**UHC	R=(RA+R2)/2.0	1R=C	62/17/81
(101.0, (DISTR+VC)/100.0+1.C)) CC2136C CLASS)+(DISTR+VC)**BV(10,CLASS) CLASS)+(DISTR+VC)**BV(10,CLASS)	(101.0, (DISTR+VC)/100.0+1.C)) CG2139C CST139C CLASS1*(DISTR+VC)**BV(10,CLASS) CLASS1*(DISTR+VC)**BV(10,CLASS)	(101.0, (DISTR+VC)/100.0+1.C)) (SC2139C) (STR+HC)**BHC (CLASS)*(DISTR+VC)**BV(10,CLASS) (CLASS)*(DISTR+VC)**BV(10,CLASS)	R=(RA+R2)/2.0	C2/11/191
(101.0, (DISTR+VC)/100.0+1.C)) (STR+HC)**UHC CLASS)*(DISTR+VC)**BV(IO,CLASS) (CLASS)*(DISTR+VC)**BV(IO,CLASS)	(101.0, (DISTR+VC)/100.0+1.C))	(101.0,(DISTR+VC)/100.0+1.C)) (STR+HC)**UHC CLASS)*(DISTR+VC)**BV(IO,CLASS) (021420		62/17/81
+VC)/100.0+1.5)) 00214CC +VC)**BV(IO,C(ASS) 0021420	+VC)/100.0+1.5)) 00214CC +VC)**BV(I0,CLASS) 0021420	+VC)/100.0+1.5)) 602146 6021410 7021420 7021420		18717781
.VC)**BV(IO,CLASS) 0021420 0021420	+VC)**BV(ID,CLASS) 0021410 0021420	.VC)**BV(IO,CLASS) 0021420 0021420	+VC1/100.0+1.01)	62717/81
0021420	0021420	10,CLASS) 6021420		C2/17/81
			10¢CLASS1	C2/17/81
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CC21445	02/11/81 02/17/81
CC2145C	C2/17/81
0021460	02/17/81
6621486	C2/17/91
0021490	C2/17/81
0021200	62/17/81
0021230	C2/11/81
0021530	02/17/81
0051240	02/11/81
0021550	62717781
0061200	19/11/20
0021210	62/17/81
	C2/17/81
_	02/11/81
0021610	C2/11/81
0021620	02/17/81
6021640	62/17/81
1	C2/17/H1
0051660	C2/17/81
0021670	19/1/1/0
0021690	62717781
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0 R2.	02/11/81
0021720	C2/11//R1
0021730	02/17/81
C021750	02/11/181
0021760	62/17/81
0021710	02/17/81
1.0	02/17/81
	C2/17/81
0021810	62/17/81
0791700	19771770
0021840	C2/11/81
6021850	02/17/81
0021860	C2/17/81
0021870	62/17/81
0001000	02/11/81
0021300	02717781
0021910	C2/17/P1
0021650	02/11/101
0621930	62/17/81
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C C C C C C C C C C	C REPERT COTES INTEGRATION UNTIL DESTREE ACCURACY. C C C C C C C C C	CG22055 CG22C9C CG21CC CG22C9C CG2CPC CG2CPC CG2CPC CG2CPC CG2CPC CG2CPC CG2CPC CG2CPC CG2CPC CGC2CPC CGC2CPC CGC2CPC CGC2CPC CGC2CPC CGC2CPC CGCCCPC CGCCCPC CGCCCPC CGCCCC CGCCCCC CGCCCCC CGCCCCCC CGCCCCC CGCCCCC CGCCCCCC
C GERRAL GUES INTEGRATICA UNTIL DESIRGE ACCHACY. 022206 027178 C GERRAL RELEAST COTES INTEGRATICA UNTIL DESIRGE ACCHACY. 022206 027178 DUMPY-VI 19	C GENERATE NEXT SET OF CCTE*S VARIABLES. C GENERATE NEXT SET OF CCTE*S VARIABLES. C GENERATE NEXT SET OF CCTE*S VARIABLES. C DUMPY = V(1) =	CO22040 CO22076 CO22076 CO2213C CO2213C CO2213C CO22140 CO22140 CO22140 CO22150 CO22160 CO22160 CO22160 CO22160 CO22160 CO221778 CO22260 CO22260 CO22260 CO22270 CO22270 CO22270 CO22370 CO227778
C GENERALE NEIGHAILCA UNITL DESIREE ACCUALCY. C022010 C271778 C GENERALE NEXT SET OF CCTER'S VARIABLES. C022010 C271778 DUMPY-Y-V(-1) V(1)=V(1)-LOUNY V(1)=	C GENERATE NEXT SET OF CCTEMS VARIABLES. C GENERATE NEXT SET OF CCTEMS VARIABLES. C GENERATE NEXT SET OF CCTEMS VARIABLES. C GENERATE NEXT SET OF CCTEMS VARIABLES. C GENERATE NEXT SET OF CCTEMS VARIABLES. C GENERATE NEXT SET OF CCTEMS VARIABLES. C GENERATE NEXT SET OF CCTEMS VARIABLES. V 17 = V 17 + V 15 + V 4 5 + V 6 5 + V 6 5 + V 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	002210 0022110 0022110 0022110 0022110 0022110 0022110 0022110 0022110 0022110 0022110 0022110 0022110 0022110 0022110 0022110 0022110 0022110 002220
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Continue Continue	C GENERATE NEXT SET OF CCTENS VARIABLES. 190 TRP2=SIEPP2.0 DUMPY=Y(1) Y(1)=Y(1)+OUMMY Y(2)=Y(1)+OUMMY Y(2)=Y(1)+OUMMY Y(2)=Y(1)+OUMMY Y(2)=Y(1)+OUMMY Y(2)=Y(1)+OUMMY Y(2)=Y(1)+OUMMY Y(2)=Y(1)+OUMMY Y(2)=Y(1)+OUMMY Y(2)=Y(1)+OUMMY Y(3)=Y(1)+OUMMY Y(3)=Y(1)+OUMMY Y(4)=Y(4)=Y(4)=Y(4)=Y(4) Y(4)=Y(4)=Y(4)=Y(4)=Y(4)=Y(4)=Y(4)=Y(4)=	002210C 0271778 0022140 0271778 0022140 0271778 0022140 0271778 0022140 0271778 0022140 0271778 0022200 0271778 0022230 0271778 0022230 0271778 0022230 0271778 0022230 0271778 0022240 0271778 0022340 0271778 0022440 0271778 0022440 0271778 0022440 0271778 0022440 0271778 0022440 0271778 0022440 0271778 0022440 0271778 0022450 0271778 0022450 0271778 0022450 0271778 0022460 0271778
190	190 STREP = STREP 2.0 C C C C C C C C C	0022110 002213C 002213C 0022140 0022140 0022190 0022190 0022190 002220
VITI-YTIT DUMNY	DOMPY=14(1) V(1)=Y(1)+9V(1)+5DHY V(1)=Y(1)+9V(1)+5DHY V(1)=Y(1)+9V(1)+5DHY V(1)=Y(1)+9V(1)+5DHY V(1)=Y(1)+9V(1)+5DHY V(1)=Y(1)+5DHY V(1)=Y(1)+10+10+10+10+10+10+10+10+10+10+10+10+10+	CC2212C C02213C C022140 C022140 C022190 C022190 C022190 C02220 C02220 C02220 C02220 C02220 C02220 C02220 C02220 C02220 C02220 C02220 C02220 C02220 C02230 C02240
V111-Y111 EDUNY V131-Y111 EDUNY V131-Y111 EDUNY V131-Y111 EDUNY V131-Y111 EDUNY V131-Y121-Y131 V131-Y131 V	VI 13-Y (11-10-00-MY) VI 13-Y (11-10-00-MY) VI 13-Y (21-10-00-MY) VI 14-10-00-MY VI 14-10-MY VI 14	0022140 02717/8 0022140 02717/8 0022190 02717/8 00222190 02717/8 0022210 02717/8 0022210 02717/8 0022250 02717/8 0022250 02717/8 0022290 02717/8 0022290 02717/8 0022290 02717/8 0022390 02717/8 0022340 02717/8 0022440 02717/8 0022450 02717/8 0022450 02717/8 0022450 02717/8 0022450 02717/8 0022450 02717/8 0022450 02717/8 0022450 02717/8
Vision V	V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(2)+Y(5) V(3)=Y(4)=Y(5) V(3)=Y(4)=Y(6) V(3)=Y(6)=Y(6) V(3)=Y(6) V(3)=Y(0022150 0271778 0022180 0271778 00222190 0271778 00222190 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778 0022270 0271778
VICTOR V	Y(3) = Y(2) + Y(5) Y(3) = Y(5) + Y(5) Y(4) = Y(5) + Y(5) Y(5) = Y(5) + Y(5) Y(5) = Y(5) + Y(5) Y(5) = Y(5) + Y(5) Y(5) = Y(5) + Y(5) Y(5) = Y(5) + Y(5) Y(5) = Y(5) + Y(5) Y(5) = Y(5) + Y(5) Y(5) = Y(5) = Y(5)	0022160 0022190 0022190 00222190 00222190 0022210 0022210 0022240 0022250 0022250 0022260 0022260 0022260 0022290 0022310 002240
NEAR 18 18 18 18 18 18 18 1	Y(1) = Y(6) + CUPHY	0022180 027178 0022180 027178 002220 0271778 0022250 0271778 0022250 0271778 0022250 0271778 0022250 0271778 0022250 0271778 0022250 0271778 0022250 0271778 0022310 0271778 0022310 0271778 0022330 0271778 0022340 0271778 0022440 0271778 0022450 0271778 0022450 0271778 0022450 0271778 0022450 0271778 0022450 0271778
New York New York	18 18 18 18 18 18 18 18	0022180 027178 002220 027178 002220 027178 002226 027178 002226 027178 002226 027178 0022290 027178 0022290 027178 002230 027178 002230 027178 002230 027178 002230 027178 002230 027178 002234 0027178 002245 027178 002246 027178 002246 027178 002246 027178
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DUB-Y-DUB	DUMPY=0.0 DUMPY=0.0 DISTR=0.504 JR=KR, IR, 3 R=R\$16P3 R=R\$16P3 DISTR=0.51R1 DISTR=0.51R1 DISTR=0.51R1 DISTR=0.51R1 SIGAH=AU(+0.0.51R+HC.)++BC/1.00.0+1.0) SIGAH=AU(+0.0.51R+HC.)++BC/1.00.0+1.0) SIGAH=AU(+0.0.51R+HC.)++BC/1.00.0+1.0) SIGAH=AU(+0.0.51R+HC.)++BC/1.00.0+1.0) DUMPY=DUMPY+R SUM=SUM+FR SUM=SUM+FR SUM=SUM+FR CONTINUE R=R\$1.0 CONTINUE CONTINUE R=R\$1.0 CONTINUE CONTINUE R=R\$1.0 CONTINUE CONTINUE R=R\$1.0 CONTINUE CONTINUE REAL? REAL? CONTINUE REAL? CONTINUE REAL? REAL? CONTINUE REAL? REAL? CONTINUE REAL? REAL? CONTINUE REAL? REAL? CONTINUE REAL? REAL? CONTINUE REAL? REAL? CONTINUE REAL? REAL? CONTINUE REAL? REAL? CONTINUE REAL? REAL? REAL? CONTINUE REAL? REAL. RE	0022210
DOG 03 STR S	DD 200 JR=KR, IR, 3 R=RR51EF3 DISTR=013TRP DISTR=013TRP DISTR=013TRP DISTR=013TRP DISTR=013TRP SIGHAH=MICOLISTR+VCJ/IDO.0+1.0); SIGHAH=MICOLISTR+VCJ/IDO.0+1.0); SIGHAH=MICOLISTR+VCJ/IDO.0+1.0); SIGHAH=MICOLISTR+VCJ/IDO.0+1.0); SIGHAH=MICOLISTRP SIGHAH=MICOLISTR+VCJ/IDO.0+1.0); CANUELON FR SUMFYFR SUMFYFR CANUELON FR CANUELON	6022220 602224 6022250 6022250 6022260 6022260 6022260 6022260 6022310 6021178 6022310 6022410 60221178
R=R\$\text{Title} C02223G	R=R*STEP3	C02236 C022246 C022270 C022270 C022270 C022270 C02230 C022310 C022410 C022410 C022410 C022410 C022410 C022410 C022410 C022410 C022410 C022410 C022410 C022410 C022410 C0221178 C022410 C022410 C022410 C022410 C022410 C022410 C0221178
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Signature Sign	SIGNAH=ANCHOISTR+HCT + + + + + + + + + + + + + + + + + + +	002220 002220 002220 002220 002230 002230 0022310 002230 002230 002230 002230 002230 002230 002230 002230 002230 002240
FREEXPLOINGELASSIVEDISTRAYCO C022270 C2717/8	SIGNAV=AVIID_CLASS)*(DISTR+VC)**BVIID_CLASS] FREEXPI-0.5*(IP(R)/SIGNAH)**2*(GZ/SIGNAV)**2)]/(SIGNAH*SIGPAV) OUTHYPER SUB=SUBHY*FR SUB=SUBHY*FR SUB=SUBHYFR VZ2KR)=BUBHY*FR COTTENSITY COTTENSITY COTTENSITY COTTENSITY LEST THE FURY SIXTH CREER INTEGRAL FCR CCNVERGENCE. IF IT FAILS OF COTTENSITY COTTENSITY COTTENSITY LEST THE FURY SIXTH CREER INTEGRAL FOR CONVERGENCE. IF IT FAILS OF COTTENSITY COTTENSITY LEST THE FURY SIXTH CREER INTEGRAL. NOTE THAT FOR ASYPTOTIC INTEGRANDS COTTENSITY LEST THE FURY SIXTH CREER INTEGRAL. NOTE THAT FOR ASYPTOTIC INTEGRANDS COTTENSITY LEST THE COTTENSITY LASTI-COTES STEPS=SIEPP STEPS=SIEPP COTTENSITY	002230
The property of the property	FREEXPIL-0.5*(IPIRI/SIGNAH)**?*(GZ/SIGNAH)**?))/(SIGRAH*SIGNAY) 200 200 200 201 201 202 201 203 204 201 201 201 201 201 201 201	0022280
201 CONTINUE 202 CONTINUE 202 CONTINUE 7 (2 *K1 10 10 10 10 10 10 10	200 CONTINUE 200 CONTINUE 201 (2.2 km.) = DUMMY 202 CONTINUE 203 (2.2 km.) = DUMMY 204 (2.2 km.) = DUMMY 205 CONTINUE 206 (2.2 km.) = DUMMY 207 (2.2 km.) = DUMMY 208 (2.2 km.) = DUMMY 209 (2.2 km.) = DUMMY 209 (2.2 km.) = DUMMY 209 (2.3 km.)	0022390 002330 0022310 0022330 0022330 0022340 0022360 002240
200 CONTINUE	200 CONTINUE Y(2 *KR) = DUMMY Y(2 *KR) = DUMMY Y(2 *KR) = DUMMY Y(2 *KR) = DUMMY Y(2 *KR) = DUMMY Y(2 *KR) = DUMMY Y(2 *KR) = DUMMY Y(2 *KR) = DUMMY Y(2 *KR) = DUMMY Y(2 *KR) = DUMMY Y(3 *KR) = DUMMY Y(4 *KR) = DUMMY Y(5 *KR) = DUMMY Y(6 *KR) = DUMMY Y(6 *KR) = DUMMY Y(7 *KR) = DUMMY Y(7 *KR) = DUMMY Y(7 *KR) = DUMMY Y(7 *KR) = DUMMY Y(8 *KR) = DUMMY	0022310 0271 0022330 0271 0022330 0271 0022340 0271 0022340 0271 002240 0271 002240 0271 002245 0271 002245 0271 002246 0271 002246 0271 002246 0271 002246 0271
707 (2 × R I) = DUHMY 20	201 CONTINUE 202 CONTINUE 203 CONTINUE 204 CONTINUE 205 CONTINUE 206 COTEST RECOTERS SIXTH CRUER INTEGRAL FOR CONVERGENCE. IF IT FAILS THE LOWER CRUER COTERS FORMULAS ARE OFTEN SUPERIOR. COTEST SHE FIRST ORDER COTERS FORMULAS ARE OFTEN SUPERIOR. COTEST SHE COTEST FORMULAS ARE OFTEN SUPERIOR. COTEST SUPERIOR. COTEST SHAPER STORES FORMULAS ARE OFTEN SUPERIOR. COTEST SOURCES COTEST STORES FORMULAS ARE OFTEN SUPERIOR. COTEST SOURCES STORES FORMULAS ARE OFTEN SUPERIOR. COTEST SOURCES STORES ST	0022330 0271 0022330 0271 0022340 0271 0022340 0271 ANDS 0022340 0271 002240 0271 002240 0271 0022450 0271 0022450 0271 0022460 0271 0022460 0271 0022460 0271
ZOI CUNTINUE ZERAZO LUNTRACEZERO CONTROL INTGACEZERO CONTROL INTGACEZERO CONTROL ZERAZO ZERAZO ZERAZO ZERAZO ZERAZO ZERAZO ZERAZO ZERAZO TEST THE FIRST UNDER INTEGRAL FOR CONVERGENCE. IF IT FAILS 0022346 ZERAZO THE LOWER GROBER COTERS FCRPULAS ARE OFTEN SUPERIOR. ZOZZOBO ZERAZO 201 CUNTUDE 2R=2R/2.0 INTGRX=2R*(Z(I)*(Y(I)*Y(Z))*(Z)*(Y(Z))*Y(G))*Z(Y(G))*Z(Y(Z))*(G))* INTGRX=2R*(Z(I)*(Y(I)*Y(Z))*Z(Z)*(Y(Z))*Z(Z))*(G) -Z(4)*Y(4)) -Z(4)*Y(4)) CC TEST THE COTE*S SIXTH CRUER INTEGRAL FCR CCNVERGENCE. IF IT FAILS 0 TEST THE FIRST UNDER INTEGRAL. NOTE THAT FOR ASYMPTGTIC INTEGRANDS 0 THE LOWER GRDER CCTE*S FCRPULAS ARE OFTEN SUPERIOR. COTES1=SUM*Z**140.0 COTES1=SUM*Z**140.0 COTES1=SUM*Z**140.0 LAST=INTGRX LAST=COTES1 STEP=STEP2 COTES1=SUM*Z**10.0 COTES1=COTES1 STEP=STEP2 COTES1=COTES1 COT	0022330 027 0022346 027 0022376 027 0022370 027 ANDS 0022390 027 002240 027 002245 027 002245 027 002245 027 002246 027 002246 027 002246 027 002246 027 002246 027	
INTGRA=2R*(ZY(I)*(YY(I)*Y(Y))*Z(2)*(B))*Y(B))*Y(B))* -2(4)*Y(4)) -2(4)*Y(4)) (C22340) (C22350) (C22350)	INTGRX=ZR*[Z(I)*[Y(I)*(Y(I)+Y(Z))+Z(Z)*[Y(Z))+Y(G))+Z(Z)*[Y(Z))*[Y(Z)]*[ANDS 0022350 0271 C022340 0271 ANDS 0022340 C271 002240 C271 C02240 C271 C02245 C271 C02246 C271 C02246 C271 C02246 C271 C02246 C271 C02246 C271 C02246 C271
-2(4)**(4)) CG22340 CG237C TEST THE COTE*S STXTH CRUER INTEGRAL FOR ASYPPTGTIC INTEGRANDS 0622340 TEST THE FINST DROBER INTEGRAL. NOTE THAT FOR ASYPPTGTIC INTEGRANDS 0622340 THE LOWER CROER CCTE*S FCRPULAS ARE OFTEN SUPERIOR. COTEST=SUH+ZR*+140.00 TF(ABS(LASTI-COTEST) .LE. TOLER2) GO TC 221 COTEST=SUH+ZR*+140.0 COTEST=S	TEST THE COTE**S STXTH CRUER INTEGRAL FCR CCNVERCENCE. IF IT FAILS OF TEST THE FIRST DRIOR INTEGRAL. NOTE THAT FOR ASYMPTCTIC INTEGRANDS OF THE LOWER GROEK CCTE**S FCRPULAS ARE OFTEN SUPERIOR.	CC22340 0271 C02237C C271 ANDS 0022390 C271 ANDS 002240C C271 C022440 C271 C022440 C271 C022440 C271 C022440 C271 C022460 C271 C022460 C271 C022460 C271 C022460 C271
TEST THE COTE*S SIXTH CRUER INTEGRAL FOR CONVERGENCE. IF IT FAILS 0622340	TEST THE COTE*S STXTH CRUER INTEGRAL FCR CCNVERCENCE. IF IT FAILS OF TEST THE FURST ORDER INTEGRAL. NOTE THAT FOR ASYMPTCTIC INTEGRANDS OF THE LOWER GROER CCTE*S FCRPULAS ARE OFTEN SUPERIOR. IF (ABS(LAST-INTGRX) .LE. TCLER2) GO TC 221 COTESI=SUM+ZR+140.0 COTESI=SUM+ZR+140.0 COTESI=SUM+ZR+140.0 COTESI=SUM+ZR+140.0 COTESI=SUM+ZR+140.0 COTESI=SUM+ZR+140.0 COTESI=STEP2 COTESI=STEP2 COTESI=STEP2 COTESI=STEP43.0 COTESI=STEP43.0	F I F F C C C C C C C C
TEST THE COTEMS SIXTH CRUER INTEGRAL FCR CCNVERGENCE. IF IT FAILS 0622340 C271 TEST THE FIRST UNDER INTEGRAL. NOTE THAT FOR ASYMPTGTTC INTEGRANDS 0622340 C271 THE LOWER GROEN COTEMS FCRMULAS ARE OFTEN SUPERIOR. 0622410 C271 IF (ABS(LAST-INTGRX) .LE. TCLER2) GO TC 221 COTESI-SUM+ZR*140.0 IF (ABS(LAST-COTESI) .LE. TOLER2) GO TC 219 C02243C C271 LAST-COTESI LAST-COTESI STEP=STEP2 GO TO 190 GO TO 190 CC225C C271 CC271 CC272 CC272 CC273 CC274	TEST THE COTER'S SIXTH CRUEN INTEGRAL FOR ASYMPTOTIC INTEGRANDS OF THE LUNER GROEN COTER'S FORMULAS ARE OFTEN SUPERIOR. THE LOWER GROEN CCTER'S FORMULAS ARE OFTEN SUPERIOR. OFTEN STANDARY TOTORY OF TOTORY OTALISMOST.	F I F I S O C S S O C S S C C C C C C C
THE LOWER GROEN CCTEMS FCRPULAS ARE OFTEN SUPERIOR. THE LOWER GROEN CCTEMS FCRPULAS ARE OFTEN SUPERIOR. IF (ABS(LAST-INTGRX) .LE. TCLER2) GO TC 221 COTES1=SUM+ZR*140.0 IF (ABS(LAST1-COTES1) .LE. TOLER2) GO TG 219 COTES1=SUM+ZR*140.0 IF (ABS(LAST1-COTES1) .LE. TOLER2) GO TG 219 COTES1=SUM+ZR*140.0 STEP=STEP2 STEP=STEP2 GO TO 190 CO22490 CO2240 CO2250 CO2250 CO2240 CO2240 CO2240 CO2240 CO2250 CO2240 CO2240 CO2250 CO2240	THE LOWER GROER CCTETS FCRPULAS ARE OFTEN SUPERIOR. OFTE	C INTEGRANDS 002240C 0271 002240C 0271 002240C 0271 002246C 0271 002246C 0271 002246C 0271 002246C 0271 002246C 0271 002246C 0271 002246C 0271
F (ABS (LAST - INTGRX)	F(ABS(LAST-INTGRX) .LE. TCLER2) GO TC 221	0022410 0022430 0022430 0022440 0022440 0022460 0022460 0022400 0022400 0022400 0022400 0022400 0022400 0022400
F(ABS(LAST-INTGRX) .LE. TCLER2) GO TC 221		2420 0271 2446 0271 2446 0271 2469 0271 2480 0271 2490 0271 2500 0271
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DO 100 14-15 15-	DD 100 [M=1,5 CUMMIL(1,1M)=MYM(1,1P)*FRAC(2 DD 90 [=2,20] SUM=0. SUM=0. SUM=0. SUM=SUM+MYP(1,1M) II = 11 - 1 FF [II : Eq. 0) GD TO 74 DO 70 L=1, II 1 SUM=SUM+YPH(1,1M) TI = SUM+YPH(1,1M) TI = SUM+YPH(1,1M) TI = SUM+YPH(1,1M) TI = SUM+YPH(1,1M) TI = TI + FRAC(1,1M) TI = TI + FRAC(1,1M)	CCC26390 CC264CC CC026410 CC026430 CC026430		
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### APPENDIX 6.1 AND B-2 FCR ALL POLLUTANIS. C0026600 COMPHELIN CONTROL C0026600 ### APPENDIX 6.1 AND B-2 FCR ALL POLLUTANIS. C002670 ### APPENDIX 6.1 AND B-2 FCR ALL POLLUTANIS. C002670 ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONRECTION FACTOR COFFICIENTS ### AND CONTROL	COMMIL	00026580		
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3.66, 6.15, 2.40, 2.30, 2.00, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0	EMISSION FACTOR SLOPE: 49 STATE	27560
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