



**Addendum Research Regarding the 267.1 ha (660 ac)
Development Site in Yellow Creek Township, Columbiana
County, Ohio**

Ryan Weller

October 15, 2007

1395 West Fifth Ave.
Columbus, OH 43212
Phone: 614.485.9435
Fax: 614.485.9439
Email: rweller@wellercrm.com
Website: www.wellercrm.com

**Addendum Research Regarding the 267.1 ha (660 ac)
Development Site in Yellow Creek Township, Columbiana
County, Ohio**

By

Ryan Weller

Submitted By:

**Ryan Weller
Weller & Associates, Inc.
1395 West Fifth Ave.
Columbus, OH 43212
Phone: 614.485. 9435 Fax: 614.485. 9439
rweller@columbus.rr.com**

Prepared for:

**Civil & Environmental Consultants, Inc.
333 Baldwin Road
Pittsburgh, PA 15205**

Lead Agency:

Ohio Power Siting Board

October 15, 2007

Copyright © 2007 by Weller & Associates, Inc. All rights reserved.

W-463

Introduction

Weller & Associates, Inc. (Weller) was contracted by Civil & Environmental Consultants, Inc. (CEC) to provide additional and addendum research regarding the proposed undertaking in Yellow Creek Township, Columbiana County, Ohio. The addendum work is in response to an Ohio Historic Preservation Office (OHPO) letter regarding the Phase I survey for this 267.1 ha (660 ac) area (Weller 2007). In a May 8, 2007 letter OHPO additional information was requested regarding the area of potential effects be more critically examined when construction plans become available.

The letter also indicated that further evaluation of the Cuppy Cemetery (COL-950-17) needed to be evaluated. Work at this resource will be provided in a separate document.

Plans for the proposed facility were forwarded to Weller in September of 2007 from CEC (Appendix A). The plans detail the building locations and other activities including grading procedures. Base elevations of each of the buildings or constructs are included in Appendix A. These plans were considered in the determination of the area of potential effects.

Area of Potential Effects (APE)

The APE for this project is large and irregular in shape, as depicted on the accompanying map (Figure 1). Its boundaries vary considerably, sometimes being located fairly close to the project site and sometimes extending a considerable distance from it.

The primary consideration in establishing an APE is the project's visibility. Since the subject project involves numerous new structures, some which will be of considerable height, and given the project's fairly large overall footprint, it has the potential to be visible from some distance and to have a significant visual impact.

Our standard practice in establishing a project's APE is to drive the roads, and city streets when applicable, at the edges of and for some distance around the project site. This enables an evaluation of the points at which the project will become visible on each road or in given areas of a city or village; this results in a rough depiction of the expected APE's boundaries. These boundaries then are further refined by additional fieldwork that takes account of viewblocks formed by topographic features; vegetative cover; buildings and structures; and environmental elements such as smokestacks, power lines, utility poles, and similar items that may constitute part of the views toward the project site from various locations.

For the subject project, the topography of the Ohio River and the adjacent Ohio shoreline and hills was the primary determinant of roughly two-thirds of the APE boundary. For example, the curve of the Ohio River from a southwestern orientation to a southeastern one as it flows past the project site creates a crescent-shaped setting for the project site. Such a setting, in flat countryside, would be expected to open a wide area to

views of the project. However, to the south of the site, the steep bluffs located close to the river cut off views of the project site except in a small area where State Route 7 crosses Yellow Creek. Views are then cut off by the bluffs as one proceeds north on Route 7, until a point about even with Mile 50 of the river. From there up to about 12th Street in Wellsville (about river mile 48.25), the project site will be generally visible from the flat bottom land on which Wellsville and its associated development are built. Thus the project is generally visible in views from the northeast and east, but it has only limited visibility from the southeast.

The APE boundaries along the south and southwest are quite close to the project site's boundaries. The rough topography in this hilly area and the heavy tree cover result in little visibility until one is quite close to the site. Views of the site will be from hilltops and ridgelines, and these views will be cut off quickly as one moves downslope and away from the site.

Similar conditions prevail in the areas to the west, northwest, and north of the project site. The topography is somewhat less severe than in the areas closer to the river, but the same viewblocks – the slopes of hills and the tree cover – come into play. Immediately north of the site, the developed area just north of the Cuppy Cemetery is included in the APE, although a considerable tree cover will result in only partial or occasional views of the project. The area around Hammond Park, north of McQueen Run, has been placed outside the APE because the heavy tree cover, as well the area's location about a mile from the project site, will minimize views of the project.

Thus the primary area from which the project will be visible will be in the developed areas of Wellsville, on the bottomlands along the right bank of the Ohio River. These views will be from the northeast, looking southwest.

We spent considerable time in Wellsville evaluating the anticipated views of the project and what their impact was expected to be. We undertook a quick "windshield" survey to identify what portions of Wellsville appeared to have the greatest concentration of older structures. In general, the southern portion of the city was more industrial in nature and has undergone the most change (in terms of loss of older structures and extent of inappropriate alterations of older structures); this generally was in the area south of about 10th Street. In the area north of 10th Street is a greater concentration of older commercial and residential structures, including a fine row of houses that front the river and the railroad, with no intervening highway or city street. As noted above, we determined that the visual impact of the proposed project becomes minimal around 12th Street, so this more intact older northern area of Wellsville is well outside the APE.

In the portions of Wellsville that are within the APE, we assessed the likely visual impact of the proposed project. We concluded that there would be an effect but that it would not be an adverse effect. This conclusion is based on several considerations: 1) much of this area is a mile or more from the project site, which will tend to reduce the project's visual impact; 2) there is considerable intrusion of elements such as power poles, utility lines, industrial structures, railroad tracks, and a tank farm in views from

Wellsville toward the project site. All of these create visual middleground "screen" that will reduce the visual impact of the proposed project; and 3) perhaps most importantly, this project will not introduce elements that are out of character with any historic properties or their settings. Wellsville is located in the heavily industrialized upper Ohio River Valley, also known as the Steel Valley. This valley has a strong industrial history, and views up and down the river have long included steel mills, factories, river and rail transportation facilities, smokestacks, dumping grounds, and other elements associated with industrial activity. Even high-end residential areas such as LaBelle Avenue in Steubenville or some of the major riverfront homes in East Liverpool typically were built to overlook industrial facilities. Thus construction of the proposed project will result in the introduction of visual elements that have long been part of the Ohio Valley scene and in fact are part of its character.

Additional Literature Review Information

The scope and limits of the literature review for this project was adjusted to address requirements for the Ohio Power Siting Board. The study area was increased to a 10-mile diameter area centered on the pertinent location. The location is the electric substation that is located in the north central part of the project area. The Ohio Power Siting Board requires that particular landmarks be considered are those districts, sites, buildings, structures and objects which are recognized by, registered with, or identified as eligible for registration by the National Registry of Natural Landmarks, the Ohio Historical Society, or the Ohio Department of Natural Resources. These agencies or entities were consulted as well as resources in West Virginia.

The eastern part of the study area includes part of West Virginia. A literature and records search was conducted in Charleston at the West Virginia Division of Culture and History. A topographic map depicting the locations of the sites for this additional literature review was created (Figure 2). The following table lists the resources that meet the parameters of this literature review (Table 1).

Table 1. NRHP resources located within the 10-mile study area.		
Reference #	Resource Name	Address
05001518	Daniel McBean Farmstead	18709 Fife Coal Rd.
86001061	Episcopal Church of the Ascension and Manse	1101 & 1109 11 th St.
02001529	Nathan Helling's Apple Barn	Box 358 S.R. 2
02001528	Waterford Park	Box 358 S.R. 2

Summary

Additional information regarding the plans for the undertaking relative to cultural resources was provided. These are to address the APE and Ohio Power Siting Board requirements. Jeff Darbee, an architectural historian, conducted and reviewed the determination of the APE. Based on his field reconnaissance and review, the proposed undertaking will not have any effect of historic properties. Such a construction/industry is part of the Ohio River Valley landscape and is not aberrant to the setting. This pertains to any Ohio and West Virginia resources that are within the study area.

The literature review boundaries were increased to a 10-mile diameter area for the Ohio Power Siting Board. There are National Register resources located in this area. These are not regarded as being within the APE as has been detailed in previous text. There are no known eligible or potentially eligible resources identified within the re-defined study radius that will be adversely affected by the planned undertaking. No further work is necessary for this project in this regard.

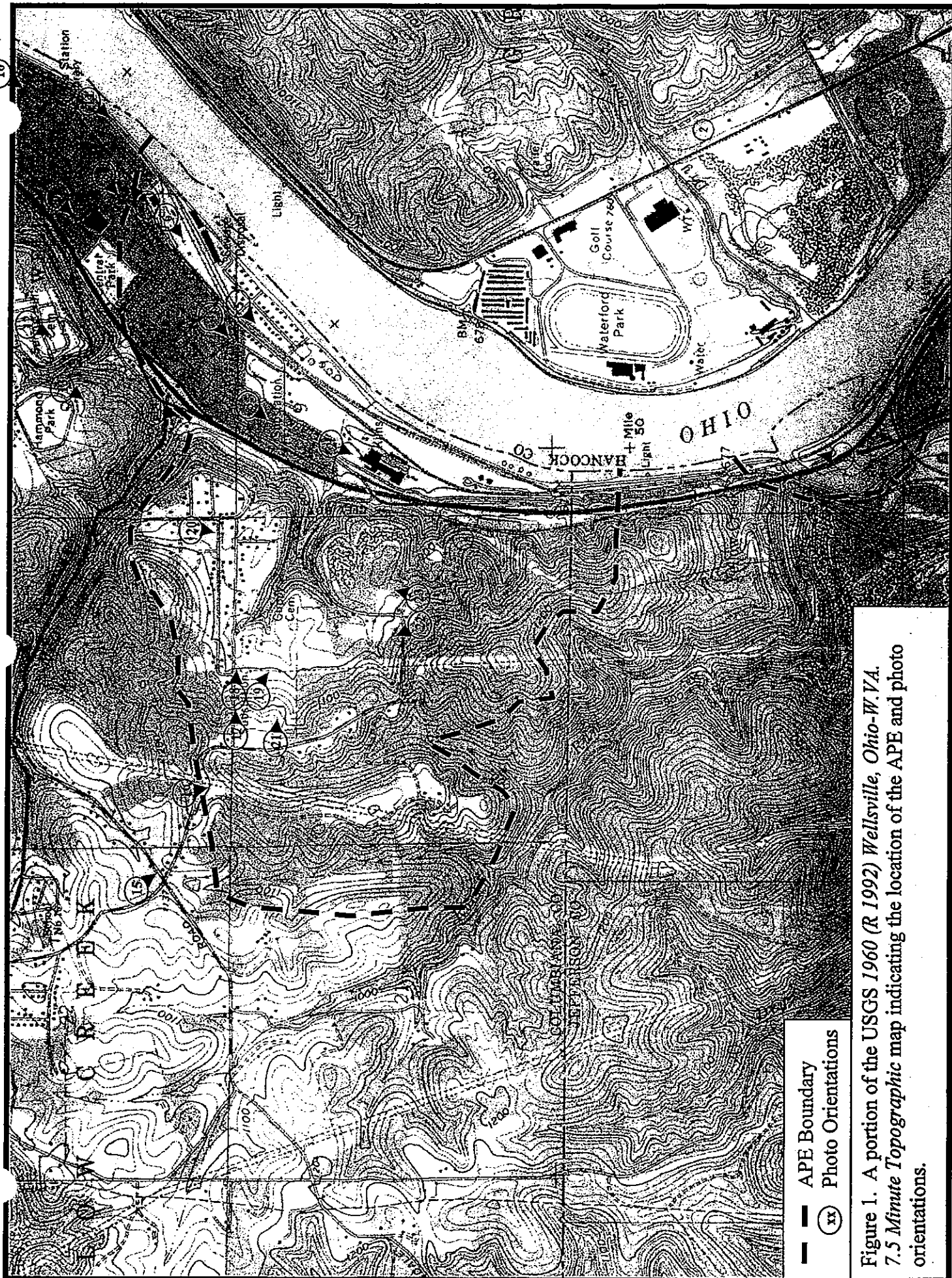
Evaluation of the Cuppy Cemetery (COL-950-17) will need to be conducted to determine its NR eligibility and boundaries. The eligibility of this resource has not been determined and investigations for its evaluation are currently pending.

The air emissions will be sufficient regarding the regulations for Ohio Environmental Protection Agency. Noise studies are currently being conducted to assess impacts to local noise receptor communities.

References Cited

Weller, R.

2007 *A Phase I Cultural Resource Management Survey for a 267.1 ha (660 ac) Development Site in Yellow Creek Township, Columbiana County, Ohio*. Submitted to Civil & Environmental Consultants, Inc. by Weller & Associates, Inc. Copy available for review at the Ohio Historic Preservation Office, Columbus.



- APE Boundary
- (X) Photo Orientations

Figure 1. A portion of the USGS 1960 (R 1992) Wellsville, Ohio-W. VA. 7.5 Minute Topographic map indicating the location of the APE and photo orientations.

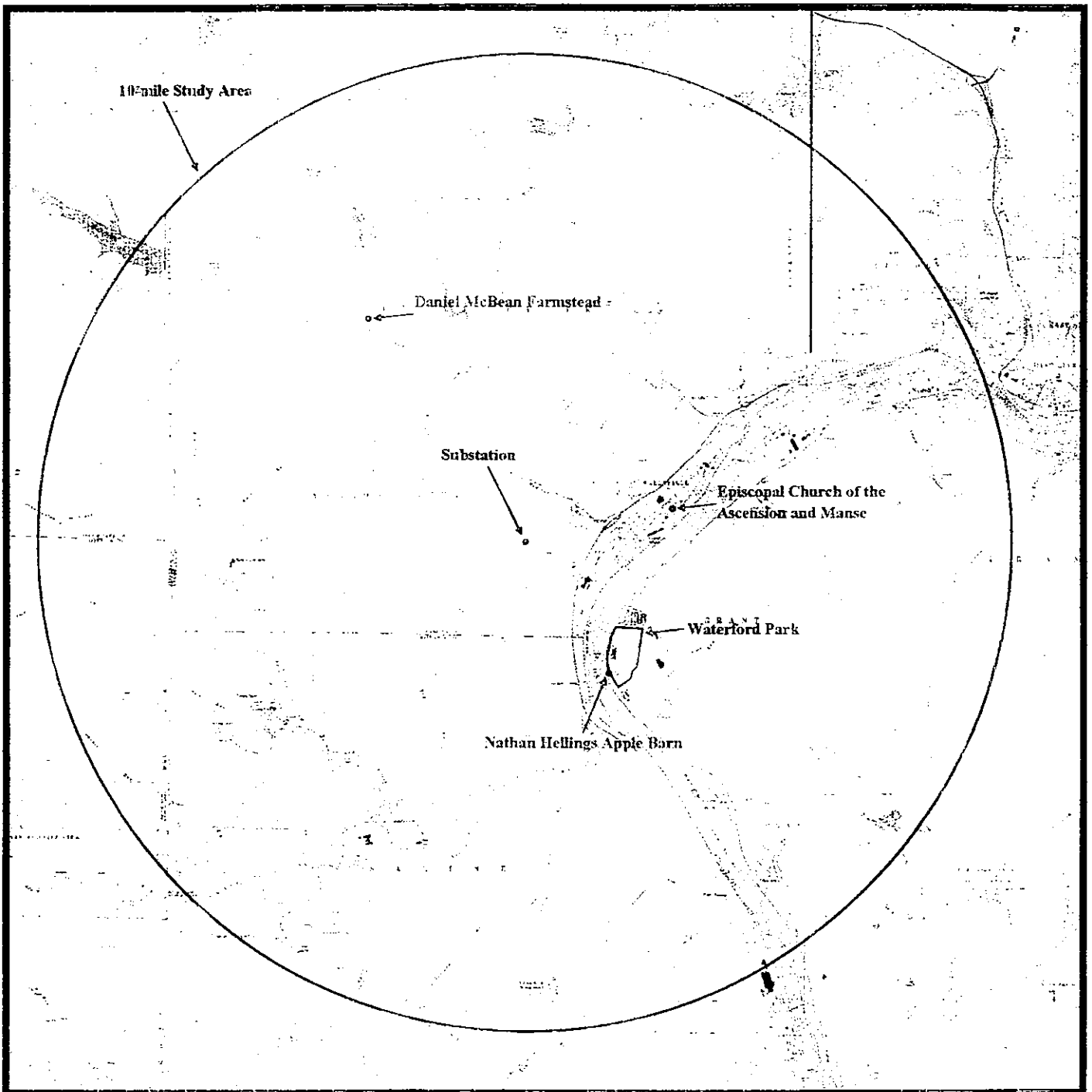


Figure 2. Portions of the USGS 1960 (Revised 1992) *Wellsville*, 1960 (P.R. 1985) *West Point*, 1960 (P.R. 1971) *Gavers*, 1960 (P.R. 1971) *Salineville*, 1960 (P.R. 1984) *East Liverpool North*, and 1960 (P.R. 1985) *East Liverpool South*, Ohio-West Virginia-Pennsylvania Quadrangle 7.5 Minute (Topographic) maps indicating the location of the substation, the 10-mile study area, and NRHP properties within the study area.

Photo Log

- 1 Looking north from rest area on Route 7 just south of Yellow Creek. Project site is on hilltop behind stop sign.
- 2 Looking southwest from east side of Clark Avenue in south end of Wellsville. Project site is on hilltops in middle of view.
- 3 Looking southwest down Clark Avenue from just north of 18th Street. Project site is above white house in right center background.
- 4 Looking southwest along Commerce Street south of 17th Street. Project site is on hilltop in background.
- 5 Looking southwest from east side of railroad at 18th Street. Project site is on green hilltop in background.
- 6 Looking southwest along Main Street south of 12th Street. Project site is to left of and behind large tree in middle of view. This area is near north end of APE.
- 7 Looking north along Main Street from same location as photo 6, toward area outside north end of APE.
- 8 Looking southwest along Center Street at 11th Street. This area is just outside north end of APE. Project site is on hilltop behind line of utility poles. Distance from project reduces visual impact in this area to negligible level.
- 9 Looking southwest toward project from 10th and Lisbon streets. Project will be behind silo structures.
- 10 Looking southwest from 1st Street along Main Street. Project site is in far background, on hilltop above street at left center. This area is well outside APE.
- 11 View along homes located on east side of Riverside Avenue. These buildings front on railroad and river. Their orientation and tree cover block all views of project site.
- 12 Looking southwest from Spring Hill Cemetery, located north of APE boundary and northwest of downtown Wellsville. Project site is located behind trees at left center.
- 13 Looking south-southwest from Hammond Park toward project site. This area is outside APE due to viewblocks formed by treelines along brow of hill.
- 14 Looking southwest from north side of intersection of state routes 7 and 39 (Aten Avenue). Rising ground and treelines block views of project site from this area.
- 15 Looking southeast across Irondale Road from rural area outside northwest edge of APE. Site is located below ridgeline in middle background.

- 16 Looking south-southeast into APE from its northwest edge. Site is beyond treeline in background, at about 200 feet lower elevation.
- 17 Looking east along rural road and down toward project site. Farm at left center is at north end of project site. This view is just inside project's north boundary.
- 18 Looking east across north end of project site.
- 19 Looking southeast from north end of project site, same location as photo 18.
- 20 Looking south in housing development located north of project site. This area is in APE; site is beyond building in center, at and below distant treeline.
- 21 Looking east from rural road west of project site. Site is immediately beyond ridge in background, nearly 300 feet below this location. This area is in APE because some tall elements of project are expected to be in this view.
- 22 Looking north from rural road in middle of project site.
- 23 Looking northeast from same location as photo 22.



Photo 1.



Photo 2.



Photo 3.



Photo 4.

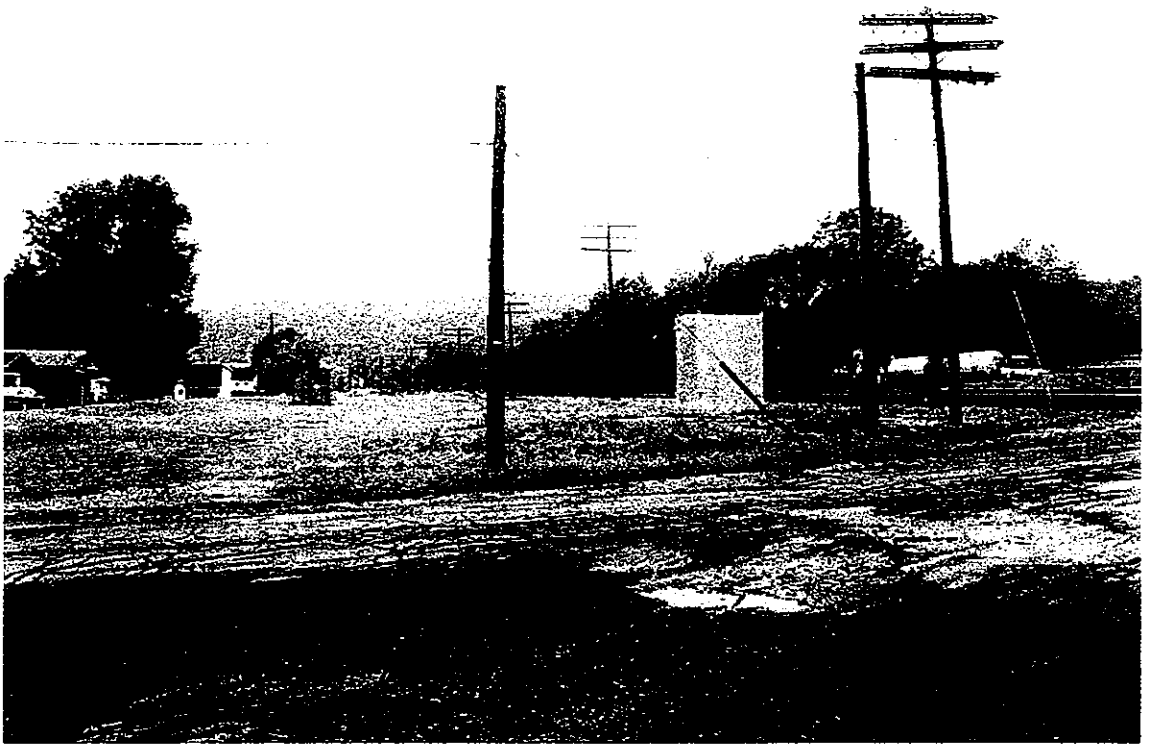


Photo 5.



Photo 6.



Photo 7.



Photo 8.

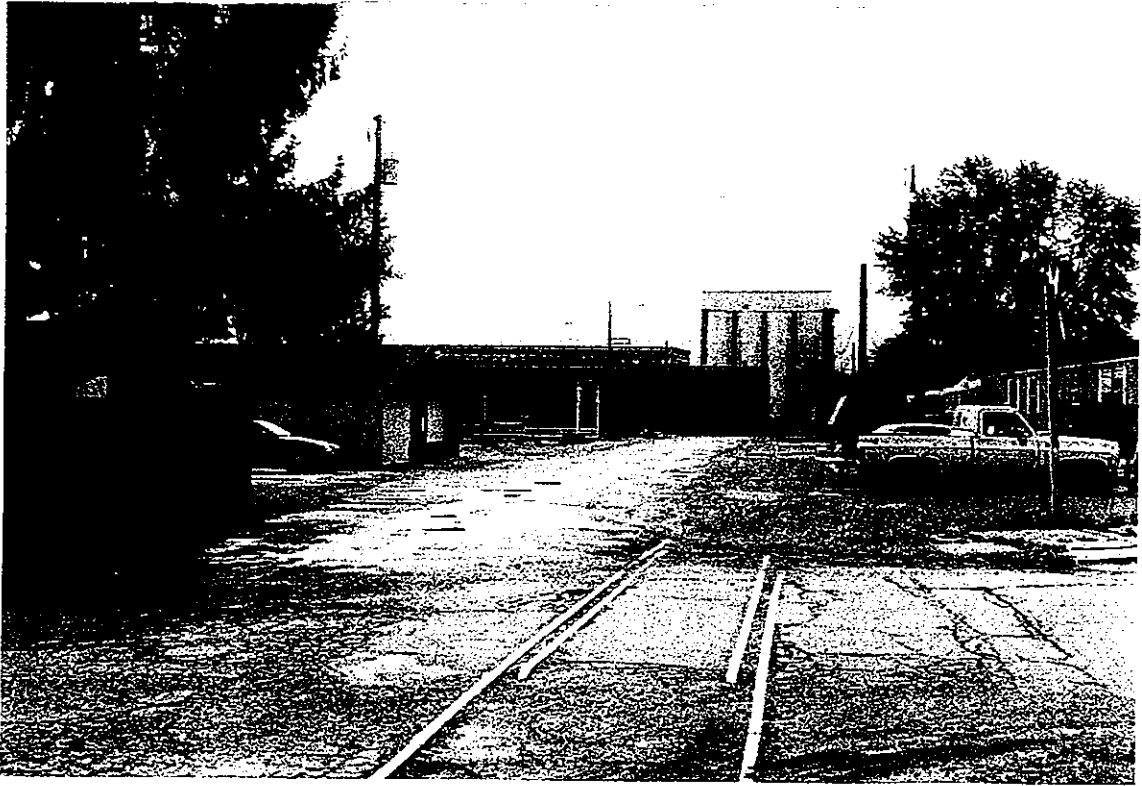


Photo 9.



Photo 10.



Photo 11.



Photo 12.



Photo 13.



Photo 14.



Photo 15.



Photo 16.

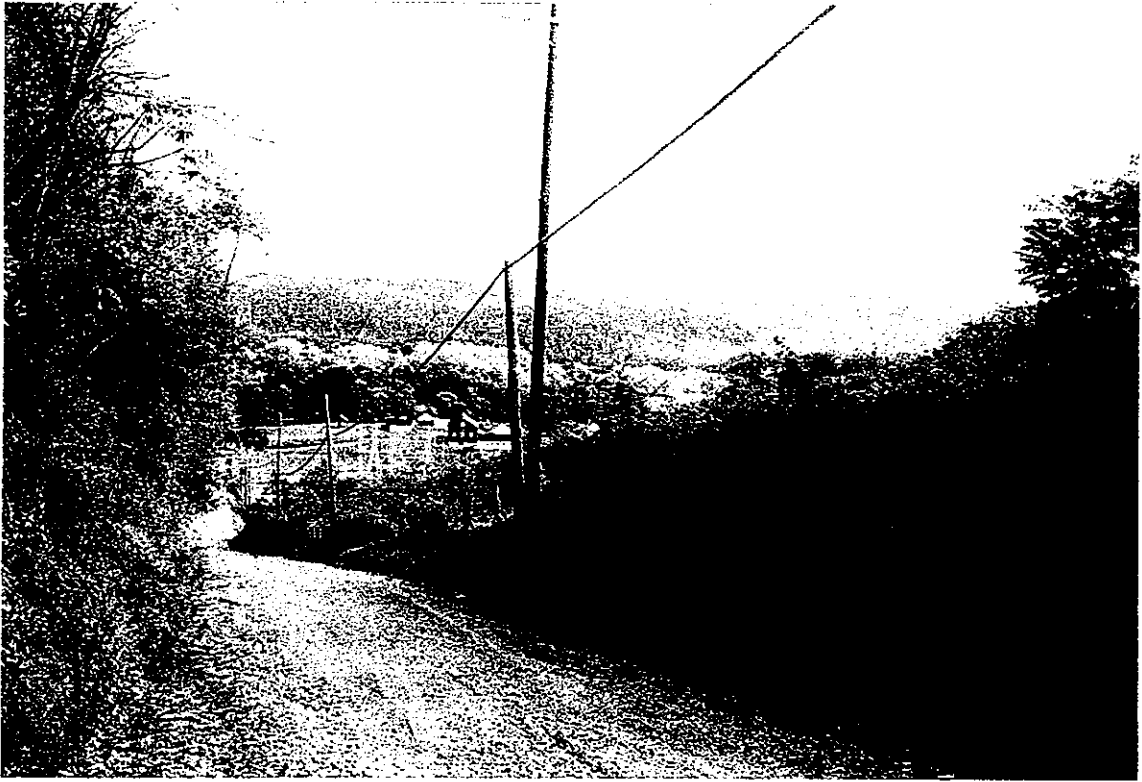


Photo 17.

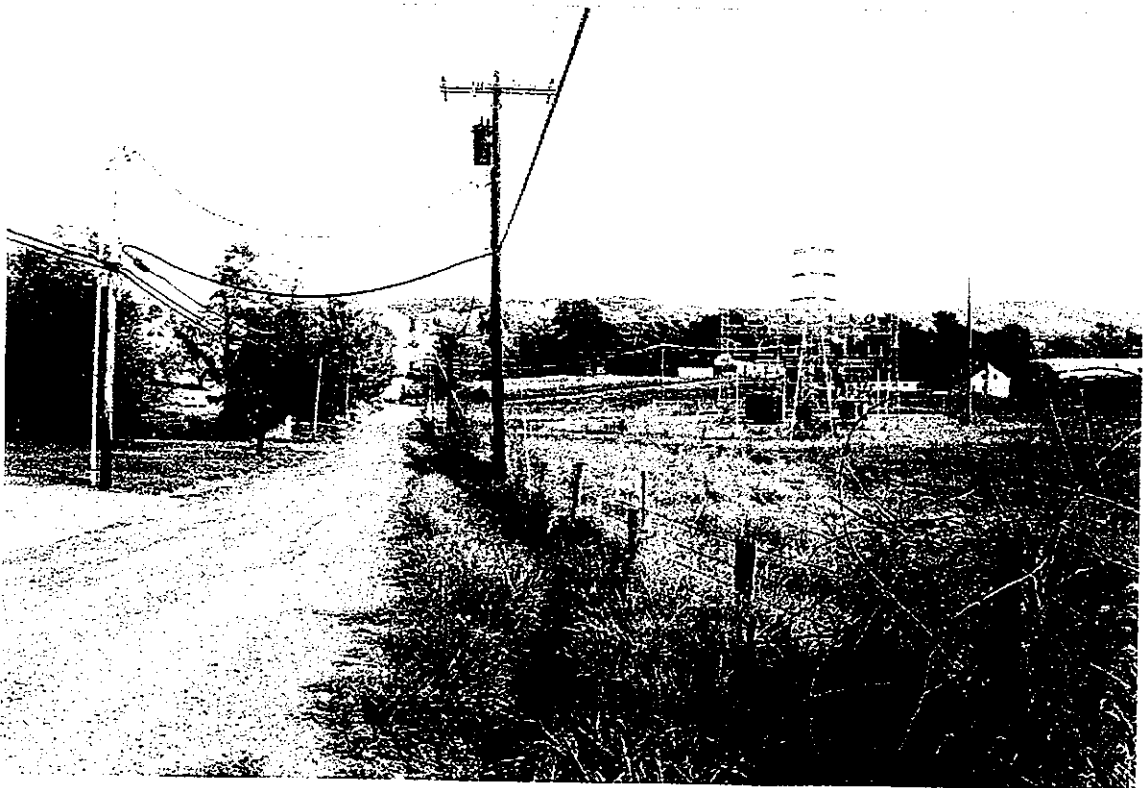


Photo 18.



Photo 19.



Photo 20.



Photo 21.



Photo 22.

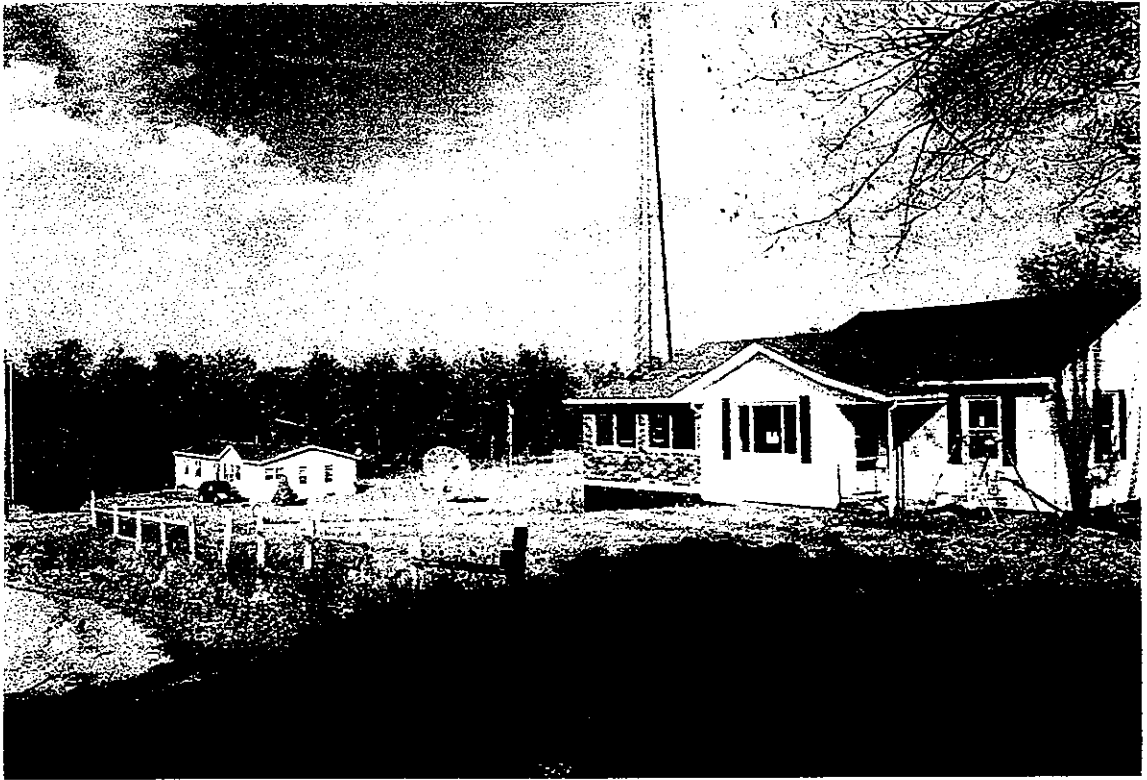
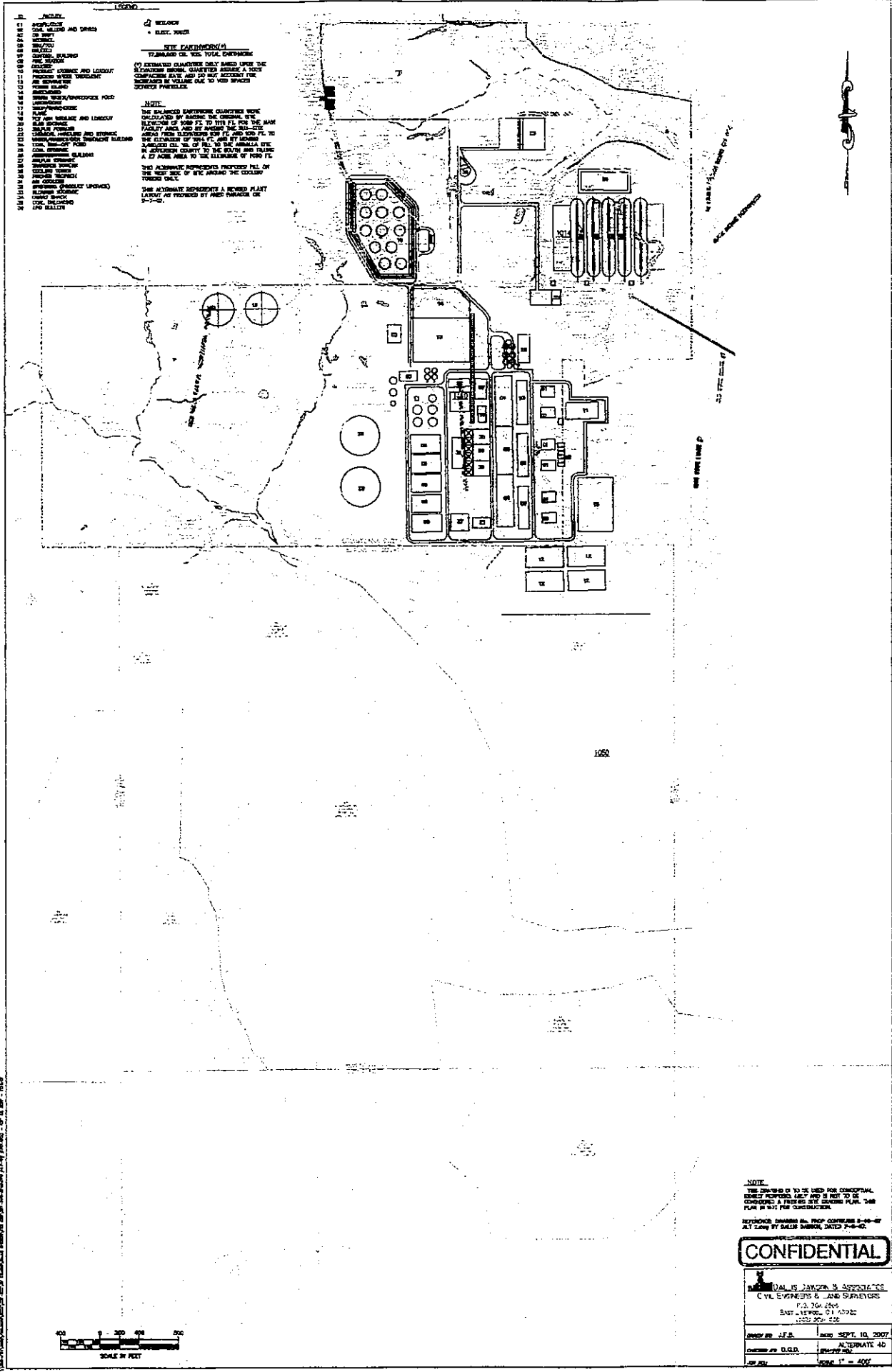


Photo 23.

Appendix A



1. FACILITY
- 2. WORKSPACE
 - 3. OFF. BUILDING AND DRIVE
 - 4. DRIVE
 - 5. DRIVE
 - 6. DRIVE
 - 7. DRIVE
 - 8. DRIVE
 - 9. DRIVE
 - 10. DRIVE
 - 11. DRIVE
 - 12. DRIVE
 - 13. DRIVE
 - 14. DRIVE
 - 15. DRIVE
 - 16. DRIVE
 - 17. DRIVE
 - 18. DRIVE
 - 19. DRIVE
 - 20. DRIVE
 - 21. DRIVE
 - 22. DRIVE
 - 23. DRIVE
 - 24. DRIVE
 - 25. DRIVE
 - 26. DRIVE
 - 27. DRIVE
 - 28. DRIVE
 - 29. DRIVE
 - 30. DRIVE
 - 31. DRIVE
 - 32. DRIVE
 - 33. DRIVE
 - 34. DRIVE
 - 35. DRIVE
 - 36. DRIVE
 - 37. DRIVE
 - 38. DRIVE
 - 39. DRIVE
 - 40. DRIVE
 - 41. DRIVE
 - 42. DRIVE
 - 43. DRIVE
 - 44. DRIVE
 - 45. DRIVE
 - 46. DRIVE
 - 47. DRIVE
 - 48. DRIVE
 - 49. DRIVE
 - 50. DRIVE
 - 51. DRIVE
 - 52. DRIVE
 - 53. DRIVE
 - 54. DRIVE
 - 55. DRIVE
 - 56. DRIVE
 - 57. DRIVE
 - 58. DRIVE
 - 59. DRIVE
 - 60. DRIVE
 - 61. DRIVE
 - 62. DRIVE
 - 63. DRIVE
 - 64. DRIVE
 - 65. DRIVE
 - 66. DRIVE
 - 67. DRIVE
 - 68. DRIVE
 - 69. DRIVE
 - 70. DRIVE
 - 71. DRIVE
 - 72. DRIVE
 - 73. DRIVE
 - 74. DRIVE
 - 75. DRIVE
 - 76. DRIVE
 - 77. DRIVE
 - 78. DRIVE
 - 79. DRIVE
 - 80. DRIVE
 - 81. DRIVE
 - 82. DRIVE
 - 83. DRIVE
 - 84. DRIVE
 - 85. DRIVE
 - 86. DRIVE
 - 87. DRIVE
 - 88. DRIVE
 - 89. DRIVE
 - 90. DRIVE
 - 91. DRIVE
 - 92. DRIVE
 - 93. DRIVE
 - 94. DRIVE
 - 95. DRIVE
 - 96. DRIVE
 - 97. DRIVE
 - 98. DRIVE
 - 99. DRIVE
 - 100. DRIVE

NOTE:

THE EXISTING EXTERIOR QUANTITIES WERE CALCULATED BY ADDING THE ORIGINAL SITE ELEVATION OF 1000 FT TO THE 10% GRADE FACILITY AREA AND BY ADDING THE 30% SLOPE AREA FROM EXISTING TO 10% GRADE TO THE EXISTING OF 10% FT. AREA BY ADDING 3.0000 CU YD OF FILL TO THE ORIGINAL SITE IN JOHNSON COUNTY TO THE SOUTH AND TRAILING A 10' HIGH AREA TO THE ALLIANCE OF 1000 FT.

THE ALTERNATE REPRESENTS PROPOSED FILL ON THE WEST SIDE OF THE EXISTING DRIVE COURSE TOWARD ONLY.

THE ALTERNATE REPRESENTS A REARV PLANT LAYOUT AS PROPOSED BY THE ARCHITECT OF RECORD.

1. FACILITY
 2. WORKSPACE
 3. OFF. BUILDING AND DRIVE
 4. DRIVE
 5. DRIVE
 6. DRIVE
 7. DRIVE
 8. DRIVE
 9. DRIVE
 10. DRIVE
 11. DRIVE
 12. DRIVE
 13. DRIVE
 14. DRIVE
 15. DRIVE
 16. DRIVE
 17. DRIVE
 18. DRIVE
 19. DRIVE
 20. DRIVE
 21. DRIVE
 22. DRIVE
 23. DRIVE
 24. DRIVE
 25. DRIVE
 26. DRIVE
 27. DRIVE
 28. DRIVE
 29. DRIVE
 30. DRIVE
 31. DRIVE
 32. DRIVE
 33. DRIVE
 34. DRIVE
 35. DRIVE
 36. DRIVE
 37. DRIVE
 38. DRIVE
 39. DRIVE
 40. DRIVE
 41. DRIVE
 42. DRIVE
 43. DRIVE
 44. DRIVE
 45. DRIVE
 46. DRIVE
 47. DRIVE
 48. DRIVE
 49. DRIVE
 50. DRIVE
 51. DRIVE
 52. DRIVE
 53. DRIVE
 54. DRIVE
 55. DRIVE
 56. DRIVE
 57. DRIVE
 58. DRIVE
 59. DRIVE
 60. DRIVE
 61. DRIVE
 62. DRIVE
 63. DRIVE
 64. DRIVE
 65. DRIVE
 66. DRIVE
 67. DRIVE
 68. DRIVE
 69. DRIVE
 70. DRIVE
 71. DRIVE
 72. DRIVE
 73. DRIVE
 74. DRIVE
 75. DRIVE
 76. DRIVE
 77. DRIVE
 78. DRIVE
 79. DRIVE
 80. DRIVE
 81. DRIVE
 82. DRIVE
 83. DRIVE
 84. DRIVE
 85. DRIVE
 86. DRIVE
 87. DRIVE
 88. DRIVE
 89. DRIVE
 90. DRIVE
 91. DRIVE
 92. DRIVE
 93. DRIVE
 94. DRIVE
 95. DRIVE
 96. DRIVE
 97. DRIVE
 98. DRIVE
 99. DRIVE
 100. DRIVE

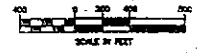
NOTE:
 THIS DRAWING IS TO BE USED FOR CONCEPTUAL DESIGN PURPOSES ONLY AND IS NOT TO BE CONSIDERED A FINISHED SITE LAYOUT PLAN. SEE PLAN SET FOR CONSTRUCTION.

REFERENCE DRAWING NO. PROP. CONTAINS 8-00-07 AT L&W BY SAUER BARBER, DATED 7-1-00.

CONFIDENTIAL

Equal is, JAYNE & ASSOCIATES, INC.
 CIVIL ENGINEERS & LAND SURVEYORS
 P.O. BOX 2000
 EAST WYOMING, WY 82002
 (307) 337-2222

DRAWN BY: J.E.A. DATE: SEPT. 10, 2007
 CHECKED BY: D.G.D. ALTERNATE 40
 SCALE: 1" = 400'



Permit Group	OEPA Form	Emission Unit	Source ID	Stack Location Coordinates		Base Elevation (ft)	Exhaust Point Height Above Ground (ft)	Exhaust Orientation (vertical/horizontal)	Exhaust Cross-Section Shape (square or round)	Exhaust Point Cross-Section Area (ft ²)	Stack Temp at Max Capacity (F)	Stack Flow at Max Capacity (scfm)	Base Elevation (ft)	Coordinates of SW Corner of Source Area		Area of Source (ft ²)	Egress Point Height Above Ground (ft)	Soil Gas Temp (F)
				Lat	Long									Lat	Long			
3 - Classification		CMD Stack 1				1080	50	V	R	7.85	250	35,200 (scfm)						
		CMD Stack 2				1080	50	V	R	7.85	250	35,200 (scfm)						
		CMD Stack 3				1080	50	V	R	7.85	250	35,200 (scfm)						
		CMD Stack 4				1080	50	V	R	7.85	250	35,200 (scfm)						
		CMD Stack 5				1080	50	V	R	7.85	250	35,200 (scfm)						
		CMD Stack 6				1080	50	V	R	7.85	250	35,200 (scfm)						
		CMD Stack 7 (spare)				1080	50	V	R	7.85	250	35,200 (scfm)						
6 - Synops Cleanup	3100 - Process	Filling Vessel Vent 1				1080	50	V	R	12.56	68	1,525						
		Filling Vessel Vent 2				1080	50	V	R	12.56	68	1,525						
		Filling Vessel Vent 3				1080	50	V	R	12.56	68	1,525						
		Filling Vessel Vent 4				1080	50	V	R	12.56	68	1,525						
		Filling Vessel Vent 5				1080	50	V	R	12.56	68	1,525						
		Filling Vessel Vent 6				1080	50	V	R	12.56	68	1,525						
		Filling Vessel Vent 7				1080	50	V	R	12.56	68	1,525						
3 - Classification		High Pressure Flare				1173	150	V	R									
		Reactor Unit 1				1080	76	V	R	38.5	64.5	171,700 (scfm)						
		Reactor Unit 2				1080	76	V	R	38.5	64.5	171,700 (scfm)						
3100 - Process		Reactor Unit 3				1080	76	V	R	38.5	64.5	171,700 (scfm)						
		TTO 1				1080	150	V	R	16.9	600	35,500						
		TTO 2				1080	150	V	R	16.9	500	35,500						

Permit Group	CEPA Form	Emission Unit	Sources ID	Stack Location Coordinates				Base Elevation (ft)	Exhaust Point Height Above Ground (ft)	Exhaust Orientation (Vertical/Horizontal)	Exhaust Point Cross-Section Shape (Square or Round)	Exhaust Point Cross-Section Area (ft ²)	Stack Temp at Max Capacity (°F)	Stack Flow at Max Capacity (lbm)	Base Elevation (ft)	Coordinates of SW Corner of Source Area			Area of Source (ft ²)	Egress Point Height Above Ground (ft)	Exit Gas Temp (°F)	
				Lat	Long	Lat	Long															
																Lat	Long					
7 - Product Storage	3104 - Storage Tanks	Naphtha Tank (1)					970	100	V	R		100										
		Naphtha Tank (2)					970	100	V	R		100										
		Naphtha Tank (3)					970	100	V	R		100										
		Naphtha Tank (4)					970	100	V	R		100										
		Diesel Tank (1)					970	100	V	R		100										
		Diesel Tank (2)					970	100	V	R		100										
		Diesel Tank (3)					970	100	V	R		100										
		Diesel Tank (4)					970	100	V	R		100										
		Diesel Tank (5)					970	100	V	R		100										
		Diesel Tank (6)					970	100	V	R		100										
8 - Loading/Reck	3107 - Loading Rack for Liquid Materials	Diesel Tank (7)				970	100	V	R		100											
		Diesel Tank (8) (Used for Off-Spec Product)				970	100	V	R		100											
9 - Combustion Cycle Plant	3102 - Steam/Cycle Engine	Methanol Storage				1080	10	V	R		69											
		LPG Tank(s) - 10 50,000 gal tanks				970	14	H	R		69											
10 - Cooling Towers	3100 - Process	Loading System at Plant (Thermal Exhaust)				970	20	V	R													
		Roadways and Parking																				
11 - Emergency Purge Engines	3103 - Purge Engines	Roadways and Parking																				
		3111 - Roadways and Parking																				
9 - Combustion Cycle Plant	3102 - Steam/Cycle Engine	Gas Turbine (1)				1080	150	V	R		192		600000 (500,000)									
		Gas Turbine (2)				1080	150	V	R		192		600000 (500,000)									
10 - Cooling Towers	3100 - Process	Cooling Tower (1)				1080	580	V	R		44,883											
		Cooling Tower (2)				1080	680	V	R		44,883											
11 - Emergency Purge Engines	3103 - Purge Engines	Diesel generator																				
		Waste Purge Generator(s)																				

Permit Group	DEPA Form	Emission Unit	Source ID	Stack Egress Point Information (a)				Fugitive Emission Sources									
				Stack Location Coordinates Lat Long	Base Elevation (ft)	Exhaust Point Height Above Ground (ft)	Exhaust Orientation (Vertical / Horizontal)	Exhaust Cross-section (Square / Round)	Exhaust Point Cross-section Area (ft ²)	Stack Temp at Max Capacity (F)	Stack Flow at Max Capacity (scfm)	Base Elevation (ft)	Lat Long	Area of Source (ft ²)	Egress Point Height Above Ground (ft)	Exit Gas Temp (F)	

(a) In addition to data listed above, the dimensions of the largest nearby building, segment, or structure (height, width, length) will be needed.

LEGEND: Verified Data Assumptions to be Verified Information Needed for Inventory and/or Application Not Needed