Appendix D

Air Quality Model Outputs

Air Quality Model Outputs
CO Calculations

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 0
Project Title: 65th Street

Background Information

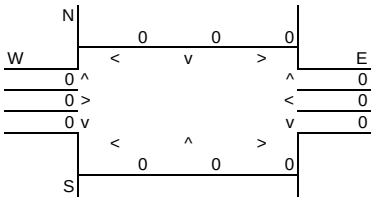
Nearest Air Monitoring Station measuring CO:	Sacramento T Street
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.6
Persistence Factor:	0.7
Analysis Year:	2009

Roadway Data

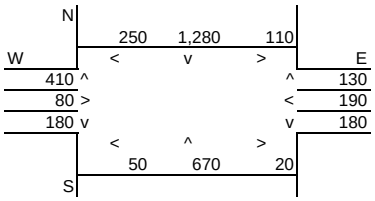
Intersection: 65th at Broadway
Analysis Condition: Scenario B Existing Plus Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	65th	At Grade	4	15	15
East-West Roadway:	Broadway	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	2,850
E-W Road:	0	E-W Road:	1,160

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	5.78	0.00	0.00	0.00
East-West Road	2.7	2.2	1.7	0	5.78	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	2,850	5.78	1.15	0.89	0.63
East-West Road	2.7	2.2	1.7	1,160	5.78	0.18	0.15	0.11

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

A.M. Peak Hour	P.M. Peak Hour	8-Hour

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 0
Project Title: 65th Street

Background Information

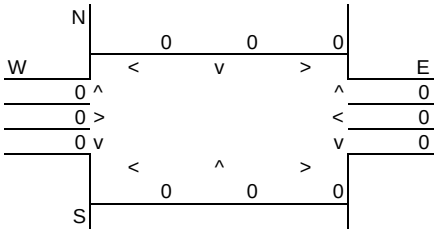
Nearest Air Monitoring Station measuring CO:	Sacramento T Street
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.6
Persistence Factor:	0.7
Analysis Year:	2009

Roadway Data

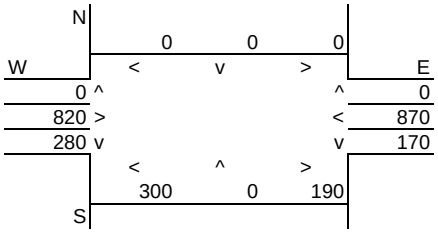
Intersection: Folsom at 59th
Analysis Condition: Scenario C Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	59th Street	At Grade	4	15	15
East-West Roadway:	Folsom Blvd	At Grade	4	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	940
E-W Road:	0	E-W Road:	2,270

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 Reference CO Concentrations 50 Feet	A_3 Reference CO Concentrations 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	5.78	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	5.78	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	940	5.78	0.14	0.12	0.09
East-West Road	7.0	5.4	3.8	2,270	5.78	0.92	0.71	0.50

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 0
Project Title: 65th Street

Background Information

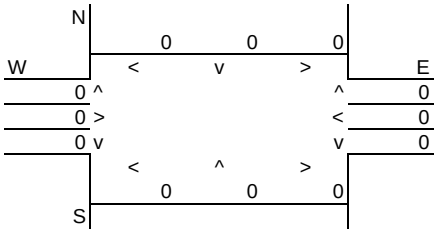
Nearest Air Monitoring Station measuring CO:	Sacramento T Street
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.6
Persistence Factor:	0.7
Analysis Year:	2009

Roadway Data

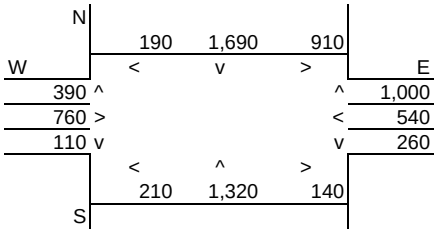
Intersection: Folsom at Howe
Analysis Condition: Scenario A Existing plus Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Howe	At Grade	6	15	15
East-West Roadway:	Folsom	At Grade	4	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	5,500
E-W Road:	0	E-W Road:	3,610

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 Reference CO Concentrations 50 Feet	A_3 Reference CO Concentrations 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet
A.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	0	5.78	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	5.78	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	5,500	5.78	1.94	1.56	1.11
East-West Road	2.6	2.2	1.7	3,610	5.78	0.54	0.46	0.35

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 0
Project Title: 65th Street

Background Information

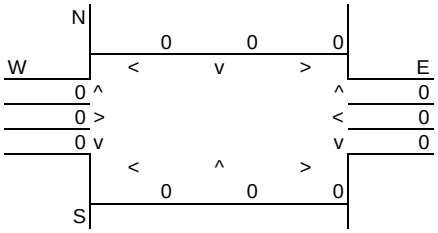
Nearest Air Monitoring Station measuring CO:	Sacramento T Street
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.6
Persistence Factor:	0.7
Analysis Year:	2009

Roadway Data

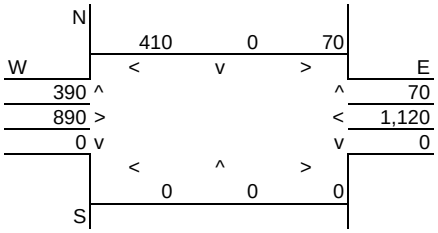
Intersection: Folsom at State University
Analysis Condition: Scenario C Existing Plus Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	State University	At Grade	4	15	15
East-West Roadway:	Folsom	At Grade	4	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	940
E-W Road:	0	E-W Road:	2,810

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 Reference CO Concentrations 50 Feet	A_3 Reference CO Concentrations 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	5.78	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	5.78	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	940	5.78	0.14	0.12	0.09
East-West Road	7.0	5.4	3.8	2,810	5.78	1.14	0.88	0.62

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 0
Project Title: 65th Street

Background Information

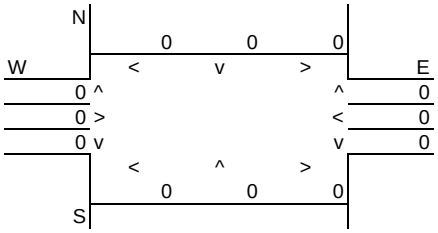
Nearest Air Monitoring Station measuring CO:	Sacramento T Street
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.6
Persistence Factor:	0.7
Analysis Year:	2009

Roadway Data

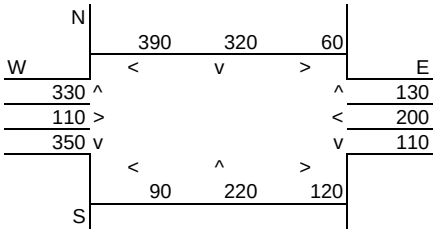
Intersection: S Steet at 59th
Analysis Condition: Scenario B Existing Plus Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	59th	At Grade	4	15	15
East-West Roadway:	S Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	1,450
E-W Road:	0	E-W Road:	1,470

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	5.78	0.00	0.00	0.00
East-West Road	2.7	2.2	1.7	0	5.78	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,450	5.78	0.22	0.18	0.14
East-West Road	7.6	5.7	4.0	1,470	5.78	0.65	0.48	0.34

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 0
Project Title: 65th Street

Background Information

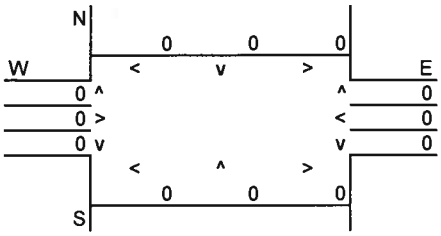
Nearest Air Monitoring Station measuring CO:	Sacramento T Street
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.6
Persistence Factor:	0.7
Analysis Year:	2030

Roadway Data

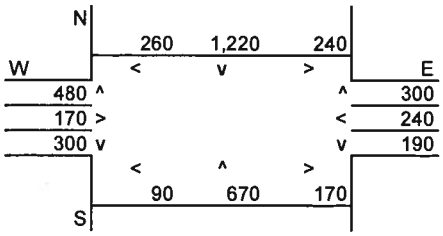
Intersection:	65th at Broadway
Analysis Condition:	Scenario C Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	65th	At Grade	4	15	15
East-West Roadway:	Broadway	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	3,170
E-W Road:	0	E-W Road:	1,540

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 Reference CO Concentrations 50 Feet	A_3 Reference CO Concentrations 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.23	0.00	0.00	0.00
East-West Road	2.7	2.2	1.7	0	1.23	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	3,170	1.23	0.27	0.21	0.15
East-West Road	2.7	2.2	1.7	1,540	1.23	0.05	0.04	0.03

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.3	3.9
50 Feet from Roadway Edge	0.0	0.3	3.8
100 Feet from Roadway Edge	0.0	0.2	3.8

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 0
Project Title: 65th Street

Background Information

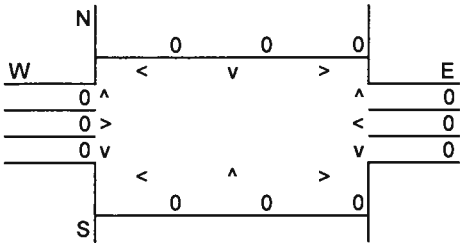
Nearest Air Monitoring Station measuring CO:	Sacramento T Street
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.6
Persistence Factor:	0.7
Analysis Year:	2030

Roadway Data

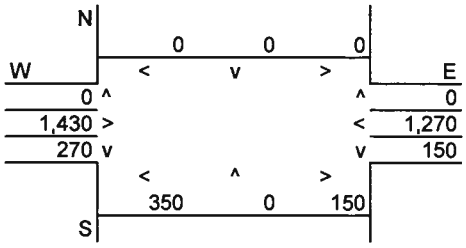
Intersection: Folsom at 59th
Analysis Condition: Scenario C Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	59th Street	At Grade	4	15	15
East-West Roadway:	Folsom Blvd	At Grade	4	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	920
E-W Road:	0	E-W Road:	3,320

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.23	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	1.23	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	920	1.23	0.03	0.02	0.02
East-West Road	7.0	5.4	3.8	3,320	1.23	0.29	0.22	0.16

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.3	3.9
50 Feet from Roadway Edge	0.0	0.2	3.8
100 Feet from Roadway Edge	0.0	0.2	3.8

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 0
Project Title: 65th Street

Background Information

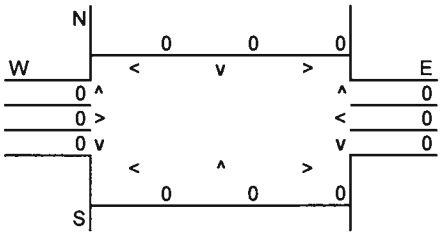
Nearest Air Monitoring Station measuring CO:	Sacramento T Street
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.6
Persistence Factor:	0.7
Analysis Year:	2030

Roadway Data

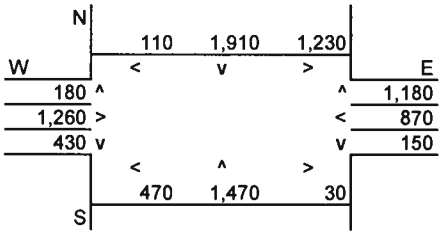
Intersection: Folsom at Howe
Analysis Condition: Scenario B Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Howe	At Grade	6	15	15
East-West Roadway:	Folsom	At Grade	4	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	6,080
E-W Road:	0	E-W Road:	4,720

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	0	1.23	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	1.23	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	6,080	1.23	0.46	0.37	0.26
East-West Road	2.6	2.2	1.7	4,720	1.23	0.15	0.13	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.6	4.1
50 Feet from Roadway Edge	0.0	0.5	4.0
100 Feet from Roadway Edge	0.0	0.4	3.9

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 0
Project Title: 65th Street

Background Information

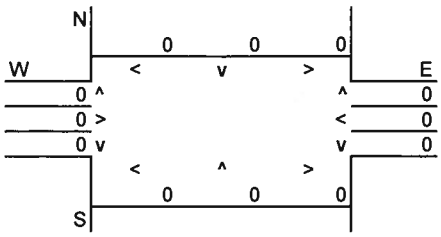
Nearest Air Monitoring Station measuring CO:	Sacramento T Street
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.6
Persistence Factor:	0.7
Analysis Year:	2030

Roadway Data

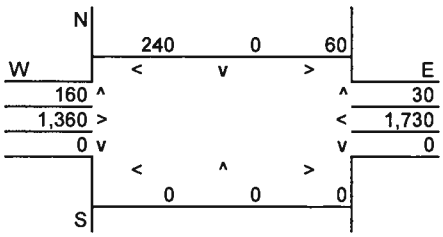
Intersection: Folsom at State University
Analysis Condition: Scenario B Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	State University	At Grade	4	15	15
East-West Roadway:	Folsom	At Grade	4	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	490
E-W Road:	0	E-W Road:	3,490

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.23	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	1.23	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	490	1.23	0.02	0.01	0.01
East-West Road	7.0	5.4	3.8	3,490	1.23	0.30	0.23	0.16

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.3	3.9
50 Feet from Roadway Edge	0.0	0.2	3.8
100 Feet from Roadway Edge	0.0	0.2	3.8

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 0
Project Title: 65th Street

Background Information

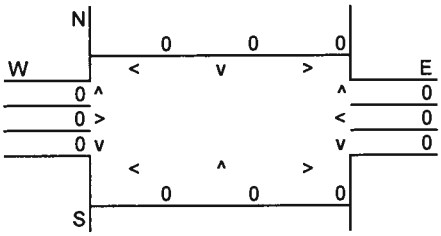
Nearest Air Monitoring Station measuring CO:	Sacramento T Street
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.6
Persistence Factor:	0.7
Analysis Year:	2030

Roadway Data

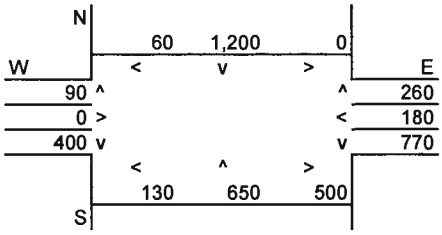
Intersection: S Street at 65th
Analysis Condition: Scenario C Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	65th	At Grade	4	15	15
East-West Roadway:	S Street	At Grade	2	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	3,650
E-W Road:	0	E-W Road:	1,710

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.23	0.00	0.00	0.00
East-West Road	2.7	2.2	1.7	0	1.23	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	3,650	1.23	0.31	0.24	0.17
East-West Road	2.7	2.2	1.7	1,710	1.23	0.06	0.05	0.04

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.4	3.9
50 Feet from Roadway Edge	0.0	0.3	3.8
100 Feet from Roadway Edge	0.0	0.2	3.8

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Air Quality Model Outputs
Construction

Road Construction Emissions Model, Version 6.3.1

Emission Estimates for -> Folsom - 59th to 65th Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	4.1	18.1	34.8	34.5	1.5	33.0	8.2	1.4	6.9	3,192.7
Grading/Excavation	4.8	20.4	38.3	35.0	2.0	33.0	8.7	1.8	6.9	3,696.0
Drainage/Utilities/Sub-Grade	4.2	16.5	31.9	34.7	1.7	33.0	8.4	1.6	6.9	2,963.4
Paving	3.4	10.9	18.2	1.6	1.6	-	1.5	1.5	-	1,578.4
Maximum (pounds/day)	4.8	20.4	38.3	35.0	2.0	33.0	8.7	1.8	6.9	3,696.0
Total (tons/construction project)	0.3	1.2	2.2	2.0	0.1	1.9	0.5	0.1	0.4	206.0

Notes:
Project Start Year -> 2010
Project Length (months) -> 6
Total Project Area (acres) -> 3
Maximum Area Disturbed/Day (acres) -> 3
Total Soil Imported/Exported (yd^3/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> Folsom - 59th to 65th Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	1.9	8.2	15.8	15.7	0.7	15.0	3.7	0.6	3.1	1,451.2
Grading/Excavation	2.2	9.3	17.4	15.9	0.9	15.0	3.9	0.8	3.1	1,680.0
Drainage/Utilities/Sub-Grade	1.9	7.5	14.5	15.8	0.8	15.0	3.8	0.7	3.1	1,347.0
Paving	1.5	5.0	8.3	0.7	0.7	-	0.7	0.7	-	717.5
Maximum (kilograms/day)	2.2	9.3	17.4	15.9	0.9	15.0	3.9	0.8	3.1	1,680.0
Total (megagrams/construction project)	0.3	1.1	2.0	1.8	0.1	1.7	0.4	0.1	0.3	186.8

Notes:
Project Start Year -> 2010
Project Length (months) -> 6
Total Project Area (hectares) -> 1
Maximum Area Disturbed/Day (hectares) -> 1
Total Soil Imported/Exported ($meters^3$/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sume of exhaust and fugitive dust emissions shown in columns K and L.

Road Construction Emissions Model, Version 6.3.1

Emission Estimates for -> 65th - Broadway to Folsom Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	4.2	18.2	34.9	21.0	1.5	19.5	5.4	1.4	4.1	3,200.1
Grading/Excavation	4.8	20.3	37.9	21.4	1.9	19.5	5.8	1.8	4.1	3,664.5
Drainage/Utilities/Sub-Grade	4.2	16.6	31.9	21.2	1.7	19.5	5.6	1.6	4.1	2,970.8
Paving	2.8	8.9	14.5	1.3	1.3	-	1.2	1.2	-	1,239.0
Maximum (pounds/day)	4.8	20.3	37.9	21.4	1.9	19.5	5.8	1.8	4.1	3,664.5
Total (tons/construction project)	0.3	1.1	2.1	1.2	0.1	1.1	0.3	0.1	0.2	202.0

Notes:
- Project Start Year -> 2010
- Project Length (months) -> 6
- Total Project Area (acres) -> 2
- Maximum Area Disturbed/Day (acres) -> 2
- Total Soil Imported/Exported (yd^3/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> 65th - Broadway to Folsom Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	1.9	8.3	15.9	9.6	0.7	8.9	2.5	0.6	1.8	1,454.6
Grading/Excavation	2.2	9.2	17.2	9.7	0.9	8.9	2.7	0.8	1.8	1,665.7
Drainage/Utilities/Sub-Grade	1.9	7.5	14.5	9.6	0.8	8.9	2.6	0.7	1.8	1,350.4
Paving	1.3	4.0	6.6	0.6	0.6	-	0.5	0.5	-	563.2
Maximum (kilograms/day)	2.2	9.2	17.2	9.7	0.9	8.9	2.7	0.8	1.8	1,665.7
Total (megagrams/construction project)	0.3	1.0	1.9	1.1	0.1	1.0	0.3	0.1	0.2	183.2

Notes:
- Project Start Year -> 2010
- Project Length (months) -> 6
- Total Project Area (hectares) -> 1
- Maximum Area Disturbed/Day (hectares) -> 1
- Total Soil Imported/Exported ($meters^3$/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sume of exhaust and fugitive dust emissions shown in columns K and L.

Road Construction Emissions Model, Version 6.3.1

Emission Estimates for -> Ramona Ave Ext. to 14th Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	4.0	17.9	34.6	25.5	1.5	24.0	6.4	1.4	5.0	3,170.6
Grading/Excavation	4.7	20.0	37.7	25.9	1.9	24.0	6.8	1.8	5.0	3,648.0
Drainage/Utilities/Sub-Grade	4.1	16.3	31.6	25.7	1.7	24.0	6.5	1.5	5.0	2,941.3
Paving	2.6	8.6	14.2	1.3	1.3	-	1.2	1.2	-	1,209.5
Maximum (pounds/day)	4.7	20.0	37.7	25.9	1.9	24.0	6.8	1.8	5.0	3,648.0
Total (tons/construction project)	0.3	1.1	2.1	1.5	0.1	1.3	0.4	0.1	0.3	200.4

Notes: Project Start Year -> 2010
Project Length (months) -> 6
Total Project Area (acres) -> 2
Maximum Area Disturbed/Day (acres) -> 2
Total Soil Imported/Exported (yd^3/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> Ramona Ave Ext. to 14th Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	1.8	8.1	15.7	11.6	0.7	10.9	2.9	0.6	2.3	1,441.2
Grading/Excavation	2.1	9.1	17.2	11.8	0.9	10.9	3.1	0.8	2.3	1,658.2
Drainage/Utilities/Sub-Grade	1.9	7.4	14.4	11.7	0.8	10.9	3.0	0.7	2.3	1,337.0
Paving	1.2	3.9	6.4	0.6	0.6	-	0.5	0.5	-	549.8
Maximum (kilograms/day)	2.1	9.1	17.2	11.8	0.9	10.9	3.1	0.8	2.3	1,658.2
Total (megagrams/construction project)	0.2	1.0	1.9	1.3	0.1	1.2	0.3	0.1	0.3	181.8

Notes: Project Start Year -> 2010
Project Length (months) -> 6
Total Project Area (hectares) -> 1
Maximum Area Disturbed/Day (hectares) -> 1
Total Soil Imported/Exported ($meters^3$/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sume of exhaust and fugitive dust emissions shown in columns K and L.

Road Construction Emissions Model, Version 6.3.1

Emission Estimates for -> Ramona - Brighton to SJ Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	4.1	17.9	34.6	15.5	1.5	14.0	4.3	1.4	2.9	3,175.5
Grading/Excavation	4.7	19.9	37.5	15.9	1.9	14.0	4.7	1.7	2.9	3,624.1
Drainage/Utilities/Sub-Grade	4.1	16.3	31.7	15.7	1.7	14.0	4.5	1.5	2.9	2,946.2
Paving	2.7	8.6	14.2	1.3	1.3	-	1.2	1.2	-	1,214.4
Maximum (pounds/day)	4.7	19.9	37.5	15.9	1.9	14.0	4.7	1.7	2.9	3,624.1
Total (tons/construction project)	0.3	1.1	2.1	0.9	0.1	0.8	0.3	0.1	0.2	200.0

Notes:

Project Start Year ->	2010
Project Length (months) ->	6
Total Project Area (acres) ->	1
Maximum Area Disturbed/Day (acres) ->	1
Total Soil Imported/Exported (yd^3/day)->	0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> Ramona - Brighton to SJ Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	1.8	8.1	15.7	7.0	0.7	6.4	1.9	0.6	1.3	1,443.4
Grading/Excavation	2.1	9.0	17.0	7.2	0.9	6.4	2.1	0.8	1.3	1,647.3
Drainage/Utilities/Sub-Grade	1.9	7.4	14.4	7.1	0.8	6.4	2.0	0.7	1.3	1,339.2
Paving	1.2	3.9	6.5	0.6	0.6	-	0.5	0.5	-	552.0
Maximum (kilograms/day)	2.1	9.0	17.0	7.2	0.9	6.4	2.1	0.8	1.3	1,647.3
Total (megagrams/construction project)	0.2	1.0	1.9	0.8	0.1	0.7	0.2	0.1	0.1	181.4

Notes:

Project Start Year ->	2010
Project Length (months) ->	6
Total Project Area (hectares) ->	1
Maximum Area Disturbed/Day (hectares) ->	1
Total Soil Imported/Exported ($meters^3$/day)->	0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sume of exhaust and fugitive dust emissions shown in columns K and L.

Road Construction Emissions Model, Version 6.3.1

Emission Estimates for -> San Joaquin - Redding to Ramona Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	4.2	18.2	34.9	20.3	1.5	18.8	5.3	1.4	3.9	3,202.5
Grading/Excavation	4.8	20.3	37.9	20.7	1.9	18.8	5.7	1.8	3.9	3,664.9
Drainage/Utilities/Sub-Grade	4.2	16.6	32.0	20.5	1.7	18.8	5.5	1.6	3.9	2,973.3
Paving	2.8	8.9	14.5	1.3	1.3	-	1.2	1.2	-	1,241.4
Maximum (pounds/day)	4.8	20.3	37.9	20.7	1.9	18.8	5.7	1.8	3.9	3,664.9
Total (tons/construction project)	0.3	1.1	2.1	1.2	0.1	1.1	0.3	0.1	0.2	202.1

Notes:
Project Start Year -> 2010
Project Length (months) -> 6
Total Project Area (acres) -> 2
Maximum Area Disturbed/Day (acres) -> 2
Total Soil Imported/Exported (yd^3/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> San Joaquin - Redding to Ramona Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	1.9	8.3	15.9	9.2	0.7	8.5	2.4	0.6	1.8	1,455.7
Grading/Excavation	2.2	9.2	17.2	9.4	0.9	8.5	2.6	0.8	1.8	1,665.9
Drainage/Utilities/Sub-Grade	1.9	7.6	14.5	9.3	0.8	8.5	2.5	0.7	1.8	1,351.5
Paving	1.3	4.1	6.6	0.6	0.6	-	0.5	0.5	-	564.3
Maximum (kilograms/day)	2.2	9.2	17.2	9.4	0.9	8.5	2.6	0.8	1.8	1,665.9
Total (megagrams/construction project)	0.3	1.0	1.9	1.1	0.1	1.0	0.3	0.1	0.2	183.3

Notes:
Project Start Year -> 2010
Project Length (months) -> 6
Total Project Area (hectares) -> 1
Maximum Area Disturbed/Day (hectares) -> 1
Total Soil Imported/Exported ($meters^3$/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sume of exhaust and fugitive dust emissions shown in columns K and L.

Road Construction Emissions Model, Version 6.3.1

Emission Estimates for -> Broadway Ext - 65 to Redding Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	3.9	17.5	34.3	21.5	1.5	20.0	5.5	1.3	4.2	3,141.1
Grading/Excavation	4.6	19.6	37.3	21.9	1.9	20.0	5.9	1.7	4.2	3,606.9
Drainage/Utilities/Sub-Grade	4.0	16.0	31.3	21.7	1.7	20.0	5.7	1.5	4.2	2,911.8
Paving	2.5	8.3	13.9	1.2	1.2	-	1.1	1.1	-	1,180.0
Maximum (pounds/day)	4.6	19.6	37.3	21.9	1.9	20.0	5.9	1.7	4.2	3,606.9
Total (tons/construction project)	0.3	1.1	2.1	1.2	0.1	1.1	0.3	0.1	0.2	198.1

Notes: Project Start Year -> 2010
Project Length (months) -> 6
Total Project Area (acres) -> 2
Maximum Area Disturbed/Day (acres) -> 2
Total Soil Imported/Exported (yd^3/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> Broadway Ext - 65 to Redding Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	1.8	8.0	15.6	9.8	0.7	9.1	2.5	0.6	1.9	1,427.8
Grading/Excavation	2.1	8.9	17.0	9.9	0.9	9.1	2.7	0.8	1.9	1,639.5
Drainage/Utilities/Sub-Grade	1.8	7.3	14.2	9.8	0.8	9.1	2.6	0.7	1.9	1,323.6
Paving	1.1	3.8	6.3	0.6	0.6	-	0.5	0.5	-	536.4
Maximum (kilograms/day)	2.1	8.9	17.0	9.9	0.9	9.1	2.7	0.8	1.9	1,639.5
Total (megagrams/construction project)	0.2	1.0	1.9	1.1	0.1	1.0	0.3	0.1	0.2	179.7

Notes: Project Start Year -> 2010
Project Length (months) -> 6
Total Project Area (hectares) -> 1
Maximum Area Disturbed/Day (hectares) -> 1
Total Soil Imported/Exported ($meters^3$/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sume of exhaust and fugitive dust emissions shown in columns K and L.

Road Construction Emissions Model, Version 6.3.1

Emission Estimates for -> Broadway Ext - 65 to Redding Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	4.0	17.9	34.6	30.1	1.5	28.6	7.3	1.4	5.9	3,170.6
Grading/Excavation	4.7	20.1	37.9	30.5	1.9	28.6	7.7	1.8	5.9	3,661.2
Drainage/Utilities/Sub-Grade	4.1	16.3	31.6	30.3	1.7	28.6	7.5	1.5	5.9	2,941.3
Paving	3.3	10.7	17.9	1.6	1.6	-	1.5	1.5	-	1,556.3
Maximum (pounds/day)	4.7	20.1	37.9	30.5	1.9	28.6	7.7	1.8	5.9	3,661.2
Total (tons/construction project)	0.3	1.1	2.2	1.7	0.1	1.6	0.4	0.1	0.3	204.2

Notes:
- Project Start Year -> 2010
- Project Length (months) -> 6
- Total Project Area (acres) -> 3
- Maximum Area Disturbed/Day (acres) -> 3
- Total Soil Imported/Exported (yd^3/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> Broadway Ext - 65 to Redding Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	1.8	8.1	15.7	13.7	0.7	13.0	3.3	0.6	2.7	1,441.2
Grading/Excavation	2.2	9.1	17.2	13.9	0.9	13.0	3.5	0.8	2.7	1,664.2
Drainage/Utilities/Sub-Grade	1.9	7.4	14.4	13.8	0.8	13.0	3.4	0.7	2.7	1,337.0
Paving	1.5	4.9	8.1	0.7	0.7	-	0.7	0.7	-	707.4
Maximum (kilograms/day)	2.2	9.1	17.2	13.9	0.9	13.0	3.5	0.8	2.7	1,664.2
Total (megagrams/construction project)	0.3	1.0	2.0	1.6	0.1	1.5	0.4	0.1	0.3	185.2

Notes:
- Project Start Year -> 2010
- Project Length (months) -> 6
- Total Project Area (hectares) -> 1
- Maximum Area Disturbed/Day (hectares) -> 1
- Total Soil Imported/Exported ($meters^3$/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sume of exhaust and fugitive dust emissions shown in columns K and L.

Road Construction Emissions Model, Version 6.3.1

Emission Estimates for -> Folsom - 59th to 65th Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	4.1	18.1	34.8	29.4	1.5	27.9	7.2	1.4	5.8	3,192.7
Grading/Excavation	4.8	20.3	38.1	29.9	2.0	27.9	7.6	1.8	5.8	3,681.3
Drainage/Utilities/Sub-Grade	4.2	16.5	31.9	29.6	1.7	27.9	7.4	1.6	5.8	2,963.4
Paving	3.4	10.9	18.2	1.6	1.6	-	1.5	1.5	-	1,578.4
Maximum (pounds/day)	4.8	20.3	38.1	29.9	2.0	27.9	7.6	1.8	5.8	3,681.3
Total (tons/construction project)	0.3	1.2	2.2	1.7	0.1	1.6	0.4	0.1	0.3	205.6

Notes:
Project Start Year -> 2010
Project Length (months) -> 6
Total Project Area (acres) -> 3
Maximum Area Disturbed/Day (acres) -> 3
Total Soil Imported/Exported (yd^3/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> Folsom - 59th to 65th Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	1.9	8.2	15.8	13.4	0.7	12.7	3.3	0.6	2.6	1,451.2
Grading/Excavation	2.2	9.2	17.3	13.6	0.9	12.7	3.5	0.8	2.6	1,673.3
Drainage/Utilities/Sub-Grade	1.9	7.5	14.5	13.5	0.8	12.7	3.3	0.7	2.6	1,347.0
Paving	1.5	5.0	8.3	0.7	0.7	-	0.7	0.7	-	717.5
Maximum (kilograms/day)	2.2	9.2	17.3	13.6	0.9	12.7	3.5	0.8	2.6	1,673.3
Total (megagrams/construction project)	0.3	1.1	2.0	1.5	0.1	1.4	0.4	0.1	0.3	186.5

Notes:
Project Start Year -> 2010
Project Length (months) -> 6
Total Project Area (hectares) -> 1
Maximum Area Disturbed/Day (hectares) -> 1
Total Soil Imported/Exported ($meters^3$/day)-> 0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sume of exhaust and fugitive dust emissions shown in columns K and L.