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# AIR QUALITY TECHNICAL STUDY

SAN LUIS OBISPO COUNTY, CALIFORNIA

CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 5

**U.S. 101/Prado Road Interchange Improvement Project**

City of San Luis Obispo

[5]-[5949]-[101]-[ 26.5/27.3]

EA: 1H640K/Project ID: 0516000105

Approved by: *Karl Mikel* Date: 9/20/2021

Karl Mikel, PE  
Chief, Environmental Engineering  
Caltrans, District 5  
Central Region Environmental Division  
50 Higuera Street, San Luis Obispo, CA 93401

Reviewed by: *Wyatt Banker-Hix* Date: 9/17/2021

Wyatt Banker-Hix, Engineer III  
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Prepared by: *CSBA* Date: September 14, 2021

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**To:** Karl Mikel, PE  
Chief, Environmental Engineering  
Caltrans, District 5, Central Region Environmental Division  
50 Higuera Street, San Luis Obispo, CA 93401

**Date:** September 14, 2021

**Cc:** Wyatt Banker-Hix  
Engineer III  
City of San Luis Obispo, Department of Public Works  
919 Palm Street, San Luis Obispo, CA 93401

**From:** Rincon Consultants, Inc.  
1530 Monterey Street, Suite D  
San Luis Obispo, CA 93401

**File:** EA-1H640K

**Subject:** Air Quality and Greenhouse Gas Emissions Technical Study for U.S. 101/Prado Road Interchange Connection Project

Dear Mr. Mikel:

This report addresses the potential change in air quality and greenhouse gas (GHG) emissions associated with roadway improvements and construction of pedestrian and bicycle facilities at the Prado Road and U.S. 101 Interchange (Project Interchange). The purpose of this technical memorandum is to determine whether criteria air pollutants or GHG emissions from temporary project construction would result in an exceedance of federal or State ambient air quality standards. This analysis is based on a review of project site plans to identify assumptions as input for air quality modeling and to assess potential environmental impacts.

## Project Purpose and Need and Project Description

### *Purpose and Need*

The purpose of the project is to improve overall circulation and accessibility in the project area for all transportation modes. There is a need to provide better community connectivity between the existing and planned neighborhoods east and west of the U.S. 101 freeway and resolve forecasted operational deficiencies on State and City facilities. This connectivity need extends to all transportation modes.

Goals and objectives of the project include:

- To improve overall operations of U.S. 101 and adjacent interchanges;
- To improve safety and mobility for bicyclists and pedestrians;
- To improve transit performance and enhance transit opportunities; and
- Consistency with local, regional, and State planning.

## *Project Description*

The City of San Luis Obispo proposes to extend Prado Road over U.S. 101 to connect with Dalidio Drive and reconstruct the existing U.S. 101 northbound on- and off-ramp connections to Prado Road to provide congestion relief, operational efficiency, and multimodal connectivity. The Project Interchange is located in the City of San Luis Obispo on U.S. 101 post mile 26.78. The project limits extend from PM 26.5 to PM 27.3.

### *Alternatives*

Four preliminary build alternatives, Alternatives A1, A3, A4, and A7, have been identified by the Project Development Team (PDT) as viable and to be further studied in the Project Approval/Environmental Document (PA/ED) phase. Each of the viable build alternatives includes a partial interchange with the proposed Prado Road overcrossing constructed over U.S. 101 and new U.S. 101 northbound off-ramp and U.S. 101 northbound on-ramp from Prado Road. Alternatives A1 and A4 also include two intersection control options: traffic signal control, or roundabout control. The roundabout control option for Alternative A3 would be the same as provided for Alternative A1. Finally, a roundabout-only option at the Prado Road/Elks Lane/U.S. 101 northbound ramps is considered with Alternative A7.

### *General Assumptions Common to All Build Alternatives*

The project would include construction of a new continuous northbound U.S. 101 auxiliary lane between the Prado Road northbound on-ramp and the Madonna Road northbound off-ramp. This auxiliary lane is proposed for all project alternatives. The auxiliary lane will be constructed adjacent to the existing U.S. 101 northbound travel lane and will require removal of the existing outside shoulder. The auxiliary lane will be constructed to a 12-foot paved width with a new 10-foot paved outside shoulder along the entire length.

Prado Road (Dalidio Drive) would be extended west of U.S. 101 to the intersection with the Froom Ranch Road/Dalidio Drive intersection. The extension of Prado Road would have a minimum 4-lane divided arterial section through and adjacent to the interchange with a separate sidewalk/Class IV bikeway and 5-foot wide shoulder.

A Midwest Guardrail System is proposed to be placed adjacent to the proposed northbound U.S. 101 auxiliary lane's outside shoulder to mitigate nonstandard Clear Recovery Zone clearances between the outside U.S. 101 northbound travel lane and adjacent trees within the riparian corridor associated with San Luis Obispo Creek. Placement of the guardrail system at this location is proposed for all project alternatives.

The project would require take of a portion of the City-owned corporation yard located south of Prado Road and east of U.S. 101 (APN 053-051-045), which would result in the need for the City to relocate some or all operations from this facility to another location. The potential effect on the corporation yard operations would vary based on the area of take required for each project alternative. No off-site relocation of corporation yard buildings is currently proposed as part of this action.

The project would require realignment of Elks Lane east of U.S. 101. The specific future alignment of Elks Lane would depend on the requirements of the individual build alternatives.

Construction is anticipated to commence during the spring of 2025 and be completed in the spring of 2028.

U.S. 101 through the study area is currently a four-lane divided freeway with auxiliary lanes provided between Madonna Road and Marsh Street. The Ultimate Concept Facility (beyond 2035) for U.S. 101 within the study area is identified as a six-lane freeway though there is no funding currently identified

for providing the six-lane freeway section. Though not funded, each viable build alternative will accommodate the Ultimate Concept Facility through the proposed Prado Road overcrossing. Figure 1 illustrates the area of potential effect resulting from the Project.

## Air Quality

### *Local Air Quality*

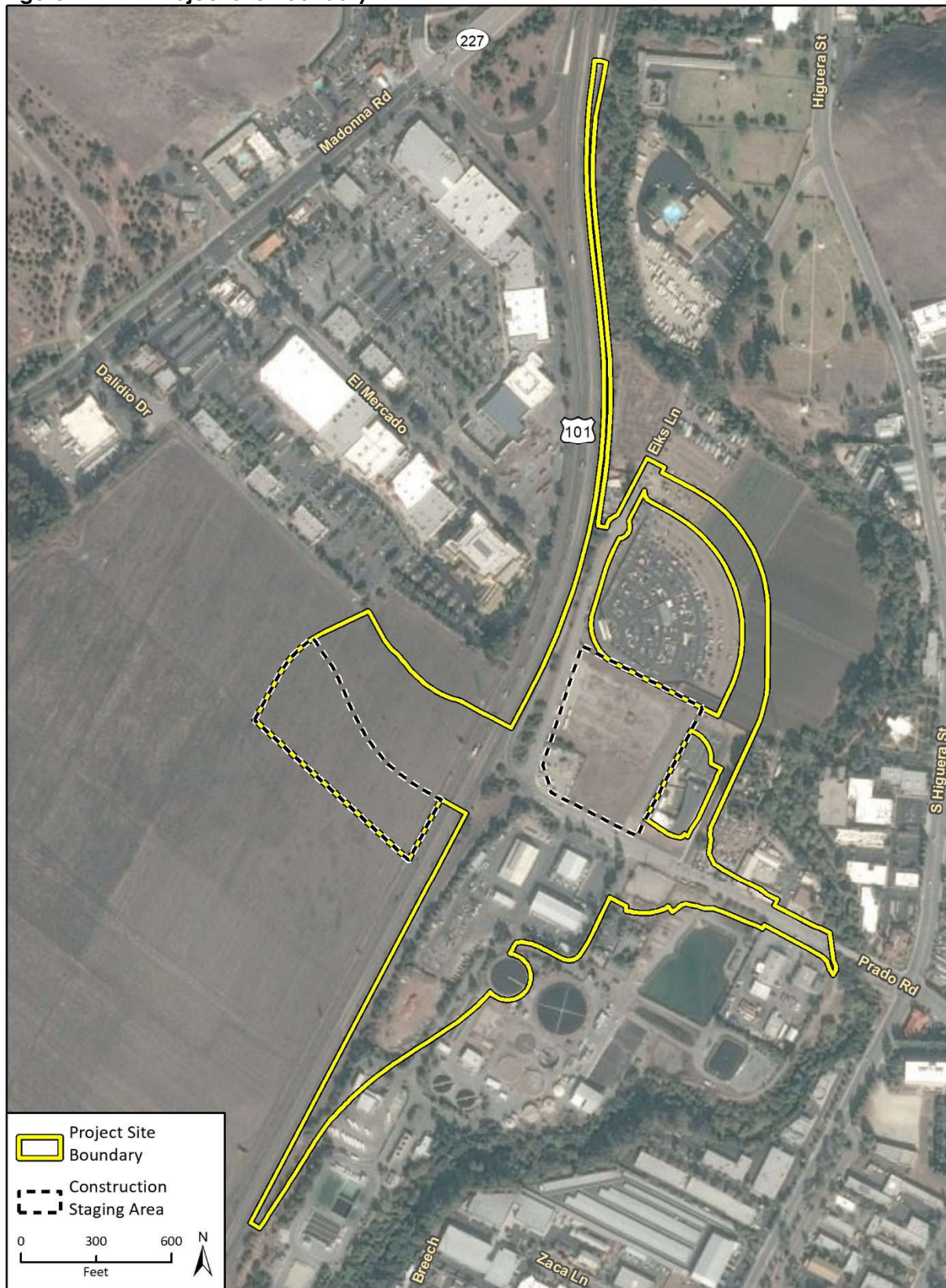
Local control in air quality management is provided by the California Air Resources Board (CARB) through county-level or regional (multi-county) Air Pollution Control Districts (APCDs). CARB is responsible for preparing and enforcing the federally-required State Implementation Plan (SIP) to achieve and maintain national ambient air quality standards (NAAQS), as well as the California Ambient Air Quality Standards (CAAQS). CARB is also responsible for regulating mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. CARB has established 14 air basins statewide. The proposed Project is located at the interchange of Prado Road and U.S. 101, which is within the South Central Coast Air Basin (Basin) and is under the jurisdiction of the San Luis Obispo County Air Pollution Control District (SLOAPCD). SLOAPCD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in “attainment” or “non-attainment.” San Luis Obispo County is designated non-attainment for the State one-hour and 8-hour ozone standard in addition to the state standard for particulate matter with diameters of 10 micrometers and smaller (PM<sub>10</sub>). The eastern portion of County is also designated non-attainment for the federal 8-hour ozone standard; however, the project is located in western San Luis Obispo County. Thus, this designation does not apply to the project location. The County is unclassified or in attainment for all other criteria pollutants under the NAAQS and CAAQS (SLOAPCD 2019).

### *Air Quality Management*

Monitoring of ambient air pollutant concentrations is conducted by CARB and SLOAPCD. There are 12 CARB- or SLOAPCD-operated ambient air monitoring stations located throughout the County. Some pollutants, such as ozone, are measured continuously. Other pollutants are sampled periodically. Particulate matter, for example, is measured over 24 hours every six days. The stations fall into two main categories: (1) State and local air monitoring stations (SLAMS), and (2) non-SLAMS. There are currently ten SLAMS in the County. CARB operates two while the other eight are operated by SLOAPCD.

Table 1 indicates the number of days that each of the standards has been exceeded in 2018, 2019, and 2020 at the San Luis Obispo-Higuera Street monitoring station and the Atascadero-Lift Station #5 monitoring station, which are the closest stations to the Project Interchange (approximately 1,300 feet east for the San Luis Obispo-Higuera Street station and approximately 19.7 miles north for the Atascadero-Lift #5 station). The San Luis Obispo-Higuera Street station monitors ozone and particulate matter, and the Atascadero-Lift #5 station monitors nitrogen dioxide (NO<sub>2</sub>). The San Luis Obispo-Higuera Street monitoring station does not monitor concentrations for NO<sub>2</sub>. Therefore, NO<sub>2</sub> measurements were taken from the Atascadero-Lift #5 monitoring station. As shown in Table 1, PM<sub>10</sub> concentrations exceeded the CAAQS in 2019 and 2020. The NAAQS for PM<sub>2.5</sub> was also exceeded in 2018 and 2020. No other exceedances of State or federal standards occurred for monitored pollutants in 2018, 2019, or 2020.

**Figure 1 Project Site Boundary**



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2021-09-01 Project Site Boundary

**Table 1 Ambient Air Quality Data**

Pollutant	2018	2019	2020
Ozone, ppm - Worst Hour <sup>1</sup>	0.062	0.064	0.072
Number of days of State exceedances (>0.09 ppm)	0	0	0
Ozone, ppm – Worst 8 Hours <sup>1</sup>	0.053	0.061	0.062
Number of days of State/Federal exceedances (>0.07 ppm)	0	0	0
Nitrogen Dioxide, ppm - Worst Hour <sup>2</sup>	0.038	0.034	0.033
Number of days of State exceedances (>0.18 ppm)	0	0	0
Number of days of Federal exceedances (>0.10 ppm)	0	0	0
Particulate Matter <10 microns, µg/m <sup>3</sup> - Worst 24 Hours <sup>1</sup>	45.4	100.6	132.1
Measured number of days of State exceedances (>50 µg/m <sup>3</sup> )	0	1	11
Measured number of days of Federal exceedances (>150 µg/m <sup>3</sup> )	0	0	0
Particulate Matter <2.5 microns, µg/m <sup>3</sup> - Worst 24 Hours <sup>1</sup>	38.4	14.8	113.7
Measured number of days of Federal exceedances (>35 µg/m <sup>3</sup> )	1	0	10

Notes:

<sup>1</sup> Measurements from the San Luis Obispo-Higuera Street monitoring station located at 3220 South Higuera Street, Suite 330 in San Luis Obispo.

<sup>2</sup> Measurements from the Atascadero-Lift Station #5 monitoring station located at 5599 Traffic Way in Atascadero  
Source: California Air Resources Board (CARB). 2021. "iADAM: Air Quality Data Statistics." <https://www.arb.ca.gov/adam> (accessed September 2021)

### *Sensitive Receptors*

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress. Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential uses are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Nearby sensitive receptors include existing residential land uses east of the project site and approved but not-yet-constructed residential land uses west of the project site, the closest of which have property boundaries approximately 700 feet from the edge of the Project Intersection.

### *Significance Thresholds*

The SLOAPCD has developed the following significance thresholds for construction activities within the Basin (SLOAPCD 2012, 2017), shown in Table 2.

**Table 2 SLOACPD Significance Thresholds for Project-Level Construction Impacts**

Pollutant	Thresholds		
	Daily (lbs/day)	Quarterly Tier 1 (tons)	Quarterly Tier 2 (tons)
Ozone Precursors (ROG + NO <sub>x</sub> )	137	2.5	6.3
DPM	7	0.13	0.32
Fugitive PM <sub>10</sub>	None	2.5	None

ROG = reactive organic gases; NO<sub>x</sub> = nitrous oxide; DPM = diesel particulate matter; PM<sub>10</sub> = particulate matter with a diameter of 10 or less  
Source: SLOAPCD 2012

***ROG and NO<sub>x</sub> Emissions***

- **Daily:** For construction projects exceeding the 137 pounds per day threshold requires Standard Mitigation Measures.
- **Quarterly – Tier 1:** For construction projects exceedance of the 2.5 tons per quarter threshold requires Standard Mitigation Measures and Best Available Control Technology (BACT) for construction equipment. Off-site mitigation may be required if feasible mitigation measures are not implemented, or if no mitigation measures are feasible for the project.
- **Quarterly – Tier 2:** For construction projects exceeding the 6.3 tons per quarter threshold, Standard Mitigation Measures, BACT, implementation of a Construction Activity Management Plan (CAMP), and off-site mitigation are required.

***Diesel Particulate Matter (DPM) Emissions***

- **Daily:** For construction projects expected to be completed in less than one quarter, exceedance of the 7 pounds per day threshold requires Standard Mitigation Measures;
- **Quarterly - Tier 1:** For construction projects lasting more than one quarter, exceedance of the 0.13 tons per quarter threshold requires Standard Mitigation Measures, BACT for construction equipment; and,
- **Quarterly - Tier 2:** For construction projects lasting more than one quarter, exceedance of the 0.32 ton per quarter threshold requires Standard Mitigation Measures, BACT, implementation of a CAMP, and off-site mitigation.

***Fugitive Particulate Matter (PM<sub>10</sub>), Dust Emissions***

- **Quarterly:** Exceedance of the 2.5 tons per quarter threshold requires Fugitive PM<sub>10</sub> Mitigation Measures and may require the implementation of a CAMP.

*Impact Analysis*

***Regional and Local Conformity***

The Project has been designed to improve roadway operations and would not interfere with timely implementation of Transportation Control Measures (TCMs) identified in the State Implementation Plan (SIP) and regional conformity analysis. Typical TCMs, such as improved public transit, traffic flow improvements, and pedestrian/bicycle facilities, would be implemented by the Project. Because the Project would improve long-term roadway operations in the vicinity of the project, the improvements proposed by the Project would reduce the need for additional TCMs.



Conformity at the Project-level requires “hot spot” analysis if an area is classified as federal “non-attainment” or “maintenance” for CO and/or PM<sub>2.5</sub> or PM<sub>10</sub>. On March 10, 2006, the USEPA published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in PM<sub>2.5</sub> and PM<sub>10</sub> non-attainment and maintenance areas. The Project is located in the City of San Luis Obispo in the Basin, which is classified as a non-attainment-transitional area for the State standard for PM<sub>10</sub>. The San Luis Obispo County portion of the Basin is in attainment for the State standards for CO and is unclassified for the State standard for PM<sub>2.5</sub>. According to the USEPA Transportation Conformity Guidance, PM<sub>2.5</sub> hot-spot analysis is required for Projects of Air Quality Concern (POAQC) in non-attainment areas for federal PM<sub>10</sub> and PM<sub>2.5</sub> standards (40CFR 93.123 [b][1]). Projects that are exempt or not POAQC do not require hot-spot analyses. As a result, the Project does not require a hot spot analysis. In addition, the Project is exempt from regional conformity requirements pursuant to 40 CFR 93.127.

The Project is included in the San Luis Obispo Council of Governments’ (SLOCOG) 2019 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) project list (SLOCOG 2019). The project is listed as a “constrained” project; therefore, it is a fundable improvement project that is within the 2019 RTP 25-year planning horizon.

**Regional Pollutant Emissions**

**Construction.** Construction of the Project would result in emissions of air pollutants due to grading, fumes, and vehicle exhaust. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors.

Potential construction emissions from ground-based equipment were estimated for informational purposes using the California Emissions Estimator Model (CalEEMod) software version 2020.4.0. Quantified emissions are shown in Table 3 and include emissions of volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), PM<sub>10</sub>, PM<sub>2.5</sub>, and sulfur dioxide (SO<sub>2</sub>). Emissions of NO<sub>2</sub> were assumed to equal emissions of NO<sub>x</sub>, and emissions of sulfur dioxide (SO<sub>2</sub>) were assumed to constitute the functional majority of SO<sub>x</sub> emissions. The fugitive dust mitigation measures are included in the impact analysis since the grading area exceeds four acres and the project is within 1,000 feet of sensitive receptors. The measures are described in more detail below. This analysis anticipates that up to an estimated 325,000 cubic yards of fill material would be imported (hauled) to the site, depending on the Project alternative selected.

**Table 3 Potential Construction Emissions – Unmitigated**

Scenario	Project Emissions	SLOAPCD Significance Threshold		Exceeds Threshold?	
		Tier 1	Tier 2	Tier 1	Tier 2
Maximum Daily Emissions of ROG + NO <sub>x</sub>	62	137 lbs/day		No	
Maximum Daily DPM Emissions	1	7 lbs/day		No	
Maximum Quarterly Emissions of ROG + NO <sub>x</sub>	1.7	2.5 tons/quarter	6.3 tons/quarter	No	No
Maximum Quarterly Emissions of DPM	0.01	0.13 tons/quarter	0.32 tons/quarter	No	No
Maximum Quarterly Emissions of Fugitive PM <sub>10</sub>	0.1	25 tons/quarter	None	No	No
ROG = reactive organic gases; NO <sub>x</sub> = nitrogen oxides; DPM = diesel particulate matter; PM <sub>10</sub> = particulate matter with a diameter of 10 or less Source: Attachment 1 for CalEEMod Emissions					



As shown in Table 3, the primary pollutants associated with Project construction would be windblown dust and diesel exhaust generated during construction, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses. Dust and odors during construction could cause occasional annoyance and complaints from residents and other sensitive receptors for air pollutants near the project site. Nearby sensitive receptors could be affected by dust and particulates from grading and exhaust emissions during project construction. The maximum daily and quarterly emissions do not exceed the SLOAPCD thresholds, and no other SLOAPCD mitigation measures would be required.

**Operation.** Although the Project would improve traffic flow and reduce idling time, the Project would not involve the construction of additional vehicle lanes or increase the capacity of the existing interchange. As a result, the Project would not involve any operational changes or other activities with the potential to result in long-term emissions; therefore, no analysis of operational emissions is included.

### *SLOAPCD Fugitive Mitigation Measures*

Projects with grading areas that are greater than four acres or are within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions (SLOACPD 2012; SLOAPCD 2017):

- a. Reduce the amount of the disturbed area where possible;
- b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20 percent opacity for greater than three minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour (mph). Reclaimed (non-potable) water should be used whenever possible. Please note that during drought conditions, water use may be a concern and the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control;
- c. All dirt stock-pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;

- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress.

Caltrans Standard Specifications pertaining to dust control and dust palliative requirement is a required part of all potential construction impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 14-9.03 "Dust Control" require the contractor to comply with SLOAPCD rules, ordinances, and regulations.

*In view of the above information, it is our opinion that no further investigation concerning air quality is required.*

## Climate Change and GHG Emissions

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the Project must be compared with the effects of past, current, and probable future projects.

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels) and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

As part of the Scoping Plan, CARB approved a 1990 statewide GHG level and 2020 limit of 427 MMTCO<sub>2</sub>e. The Scoping Plan was approved by CARB on December 11, 2008 and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms.

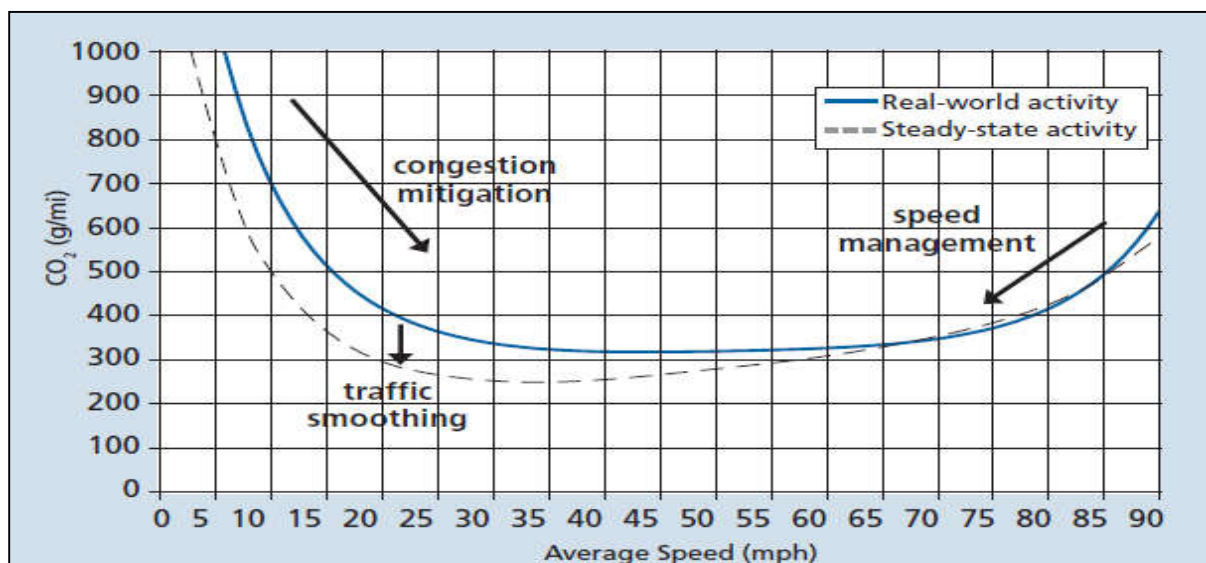
In May 2014, CARB approved the first update to the AB 32 Scoping Plan, which defines CARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 goals. The Scoping Plan Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, extending Assembly Bill 32 (AB 32) by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and regulations, such as SB 350 and SB 1383 which aim to reduce GHG emission from electricity providers and solid waste activities. The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with the statewide per capita goal of six metric tons (MT) of CO<sub>2</sub>e by 2030 and two MTCO<sub>2</sub>e by 2050 (CARB 2017b). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the State.

Caltrans and its parent agency, the California State Transportation Agency (CalSTA), have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006 (Caltrans Climate Action Program).

One of the main strategies in the Caltrans Climate Action Program to reduce GHG emissions is to make California’s transportation system more efficient. The highest levels of CO<sub>2</sub> from mobile sources, such as automobiles, occur at stop-and-go speeds (0–25 mph) and speeds over 55 mph; the most severe emissions occur from 0–25 mph (see Figure 2). To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO<sub>2</sub>, may be reduced.

**Figure 2 Possible Effects of Traffic Operation Strategies in Reducing On-Road CO<sub>2</sub> Emissions**



Source: Barth, Matthew and Kanok Boriboonsomsin. 2010. *Traffic Congestion and Greenhouse Gases*. TR News, Washington, D.C.: Transportation Research Board, National Research Council.

## Impact Analysis

### Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

Potential GHG emissions from construction equipment were estimated for informational purposes using CalEEMod. Total estimated GHG emissions are shown below in Table 4, and include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and carbon dioxide equivalent units (CO<sub>2</sub>e).

**Table 4 Potential Construction GHG Emissions**

Scenario	Estimated Emissions			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Total Emissions (metric tons)	2,190	<1	<1	2,255

CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent  
Source: Attachment 1 for CalEEMod Emissions

With innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. According to Caltrans' Standard Specifications, the construction contractor must comply with all local SLOAPCD rules, ordinances, and regulations for air quality restrictions. Project construction would also be required to comply with CARB's anti-idling law, which states that vehicles not engaged in work activities may not idle for more than five minutes, and that vehicles may not idle auxiliary power systems for more than five minutes to power heaters, air conditioners or any other equipment if the vehicle has a sleeper berth and is within 100 feet of a restricted area (homes and schools). Compliance with SLOAPCD rules, ordinances, and regulations, and CARB's anti-idling law would minimize GHG emissions generated by project construction.

### Operational Emissions

The Project does not include operational changes or other activities with the potential to result in long-term GHG emissions; therefore, no analysis of operational GHG emissions is included. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans continues to be involved on the Governor's Climate Action Team as CARB works to help achieve the targets set forth in AB 32 and SB 32. In April 2013, Caltrans released "Caltrans Activities to Address Climate Change – Reducing Greenhouse Gas Emissions and Adapting to Impacts." This report highlights actions Caltrans is implementing Statewide in an effort to reduce GHG emissions. Major initiatives underway at Caltrans to help meet these targets include the following:

- California Transportation Plan (CTP 2040). The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. The

CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents.

- Caltrans Strategic Management Plan. The Strategic Management Plan creates a performance-based framework to preserve the environment and reduce GHG emissions. Specific performance targets in the plan that will help to reduce GHG emissions include increasing the percentage of non-auto mode share, reducing VMT per capital, and reducing Caltrans' internal operational GHG emissions.
- Funding and Technical Assistance Programs. In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in Caltrans Activities to Address Climate Change. This report provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce GHG emissions resulting from agency operations.

Over the past several decades, Caltrans has shifted from a focus on roadway expansion to making California's transportation system more efficient by managing and maintaining the existing system. The highest levels of CO<sub>2</sub> from mobile sources, such as automobiles, occur at stop-and-go speeds (0 to 25 miles per hour [mph]) and speeds over 55 mph (the most severe emissions occur from 0 to 25 mph; see Figure 2). To the extent a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO<sub>2</sub>, may be reduced. The purpose of the Project is to improve traffic operations at the Project Interchange, and the Project would not result in new vehicle trips. Therefore, implementation of the proposed Project would not result in a substantial increase in CO<sub>2</sub> emissions compared to existing conditions.

***While construction would result in a slight increase in GHG emissions during the construction period, it is anticipated that any increase in GHG emissions due to construction would be offset by the improvement in long-term operational GHG emissions.***

If you have questions about the conclusions of this Air Quality and Greenhouse Gas Emissions Study, please contact Mr. Chris Bersbach at (805) 547-0900.

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<b>CalEEMod Emission Calculations</b>					
			Fugitive PM10	DPM	
			Unmitigated	Unmitigated	
Total Annual Emissions			0.8121	0.0891	
<b>Quarterly Emissions</b>					
4/1/25	6/30/25	66	0.062	0.007	
7/1/25	9/30/25	67	0.063	0.007	
10/1/25	12/31/25	67	0.063	0.007	
1/1/26	3/31/26	65	0.061	0.007	
4/1/26	6/30/26	66	0.062	0.007	
7/1/26	9/30/26	67	0.063	0.007	
10/1/26	12/31/26	67	0.063	0.007	
1/1/27	3/31/27	65	0.061	0.007	
4/1/27	6/30/27	66	0.062	0.007	
7/1/27	9/30/27	67	0.063	0.007	
10/1/27	12/31/27	67	0.063	0.007	
1/1/28	3/31/28	66	0.062	0.007	
4/1/28	6/30/28	66	0.062	0.007	
Total Workdays		862	<b>0.063</b>	<b>0.007</b>	

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**U.S. 101 and Prado Road Interchange Connection**

**San Luis Obispo County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	169.80	1000sqft	10.00	169,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.2	<b>Precipitation Freq (Days)</b>	44
<b>Climate Zone</b>	4			<b>Operational Year</b>	2027
<b>Utility Company</b>	Pacific Gas and Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	203.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - 2021 Revisions, Construction start date is spring 2025

Land Use - 169,800 square feet of new pavement and 10 acres of disturbed area

Construction Phase - Adjusted schedule based on a 36 month schedule using assumptions from the 2018 model that was based on a 12 month construction schedule. Spring 2025-spring 2028

Off-road Equipment - Default construction equipment

Demolition - Approximately 49,200 square feet of existing roadway estimated for removal under Alternative A7

Grading - Up to 325,000 cubic yards of fill material imported, depending on the alternative and the implementation of the retaining wall option

Architectural Coating - 169,800 square feet of new paved area

Area Coating - 169,800 square feet of new paved area

Construction Off-road Equipment Mitigation - Required compliance with SLOAPCD's standard mitigations for fugitive dust emissions

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	10,188.00	169,800.00

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblAreaCoating	Area_Parking	10188	169800
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	20.00	180.00
tblConstructionPhase	NumDays	20.00	450.00
tblConstructionPhase	NumDays	20.00	120.00
tblGrading	MaterialImported	0.00	325,000.00
tblLandUse	LotAcreage	3.90	10.00

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.5232	50.0016	22.3184	0.1654	19.8350	1.0876	20.9225	10.1497	1.0006	11.1502	0.0000	17,697.2653	17,697.2653	1.4920	2.3344	18,430.2023
2026	2.1326	48.8489	22.3779	0.1623	11.5121	0.9042	12.4163	4.5969	0.8422	5.4391	0.0000	17,380.9245	17,380.9245	1.5043	2.2854	18,099.5832
2027	11.0554	9.7673	17.0000	0.0279	0.2867	0.4712	0.7579	0.0760	0.4376	0.5136	0.0000	2,714.2412	2,714.2412	0.7334	4.9100e-003	2,734.0378
2028	11.0516	9.7640	16.9709	0.0278	0.2867	0.4711	0.7578	0.0760	0.4375	0.5136	0.0000	2,709.7550	2,709.7550	0.7331	4.6800e-003	2,729.4743
<b>Maximum</b>	<b>11.0554</b>	<b>50.0016</b>	<b>22.3779</b>	<b>0.1654</b>	<b>19.8350</b>	<b>1.0876</b>	<b>20.9225</b>	<b>10.1497</b>	<b>1.0006</b>	<b>11.1502</b>	<b>0.0000</b>	<b>17,697.2653</b>	<b>17,697.2653</b>	<b>1.5043</b>	<b>2.3344</b>	<b>18,430.2023</b>



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3852	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.3852</b>	<b>1.6000e-004</b>	<b>0.0173</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.0372</b>	<b>0.0372</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.0396</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3852	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.3852</b>	<b>1.6000e-004</b>	<b>0.0173</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.0372</b>	<b>0.0372</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.0396</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2025	9/15/2025	5	120	
2	Site Preparation	Site Preparation	9/16/2025	10/27/2025	5	30	
3	Grading	Grading	10/28/2025	7/6/2026	5	180	
4	Paving	Paving	7/7/2026	3/27/2028	5	450	
5	Architectural Coating	Architectural Coating	11/1/2027	4/14/2028	5	120	

**Acres of Grading (Site Preparation Phase): 45**

**Acres of Grading (Grading Phase): 180**

**Acres of Paving: 10**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 169,800 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	224.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	40,625.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4166	0.0000	0.4166	0.0631	0.0000	0.0631			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920		3,747.5996	3,747.5996	1.0464		3,773.7606
<b>Total</b>	<b>2.0926</b>	<b>19.1966</b>	<b>19.4184</b>	<b>0.0388</b>	<b>0.4166</b>	<b>0.8528</b>	<b>1.2694</b>	<b>0.0631</b>	<b>0.7920</b>	<b>0.8551</b>		<b>3,747.5996</b>	<b>3,747.5996</b>	<b>1.0464</b>		<b>3,773.7606</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.8500e-003	0.2867	0.0614	1.1100e-003	0.0327	2.3800e-003	0.0350	8.9500e-003	2.2700e-003	0.0112		121.5911	121.5911	4.6300e-003	0.0193	127.4534
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0421	0.0251	0.3557	1.1700e-003	0.1483	6.5000e-004	0.1489	0.0393	5.9000e-004	0.0399		122.2506	122.2506	2.6800e-003	2.8400e-003	123.1652
<b>Total</b>	<b>0.0470</b>	<b>0.3118</b>	<b>0.4170</b>	<b>2.2800e-003</b>	<b>0.1809</b>	<b>3.0300e-003</b>	<b>0.1840</b>	<b>0.0483</b>	<b>2.8600e-003</b>	<b>0.0511</b>		<b>243.8418</b>	<b>243.8418</b>	<b>7.3100e-003</b>	<b>0.0221</b>	<b>250.6186</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1875	0.0000	0.1875	0.0284	0.0000	0.0284			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920	0.0000	3,747.5996	3,747.5996	1.0464		3,773.7606
<b>Total</b>	<b>2.0926</b>	<b>19.1966</b>	<b>19.4184</b>	<b>0.0388</b>	<b>0.1875</b>	<b>0.8528</b>	<b>1.0402</b>	<b>0.0284</b>	<b>0.7920</b>	<b>0.8204</b>	<b>0.0000</b>	<b>3,747.5996</b>	<b>3,747.5996</b>	<b>1.0464</b>		<b>3,773.7606</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.8500e-003	0.2867	0.0614	1.1100e-003	0.0327	2.3800e-003	0.0350	8.9500e-003	2.2700e-003	0.0112		121.5911	121.5911	4.6300e-003	0.0193	127.4534
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0421	0.0251	0.3557	1.1700e-003	0.1483	6.5000e-004	0.1489	0.0393	5.9000e-004	0.0399		122.2506	122.2506	2.6800e-003	2.8400e-003	123.1652
<b>Total</b>	<b>0.0470</b>	<b>0.3118</b>	<b>0.4170</b>	<b>2.2800e-003</b>	<b>0.1809</b>	<b>3.0300e-003</b>	<b>0.1840</b>	<b>0.0483</b>	<b>2.8600e-003</b>	<b>0.0511</b>		<b>243.8418</b>	<b>243.8418</b>	<b>7.3100e-003</b>	<b>0.0221</b>	<b>250.6186</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Site Preparation - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
<b>Total</b>	<b>2.4727</b>	<b>25.2339</b>	<b>17.9118</b>	<b>0.0381</b>	<b>19.6570</b>	<b>1.0868</b>	<b>20.7438</b>	<b>10.1025</b>	<b>0.9999</b>	<b>11.1023</b>		<b>3,689.1037</b>	<b>3,689.1037</b>	<b>1.1931</b>		<b>3,718.9320</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0505	0.0301	0.4268	1.4100e-003	0.1780	7.7000e-004	0.1787	0.0472	7.1000e-004	0.0479		146.7008	146.7008	3.2200e-003	3.4100e-003	147.7983
<b>Total</b>	<b>0.0505</b>	<b>0.0301</b>	<b>0.4268</b>	<b>1.4100e-003</b>	<b>0.1780</b>	<b>7.7000e-004</b>	<b>0.1787</b>	<b>0.0472</b>	<b>7.1000e-004</b>	<b>0.0479</b>		<b>146.7008</b>	<b>146.7008</b>	<b>3.2200e-003</b>	<b>3.4100e-003</b>	<b>147.7983</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Site Preparation - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
<b>Total</b>	<b>2.4727</b>	<b>25.2339</b>	<b>17.9118</b>	<b>0.0381</b>	<b>8.8457</b>	<b>1.0868</b>	<b>9.9324</b>	<b>4.5461</b>	<b>0.9999</b>	<b>5.5460</b>	<b>0.0000</b>	<b>3,689.1037</b>	<b>3,689.1037</b>	<b>1.1931</b>		<b>3,718.9320</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0505	0.0301	0.4268	1.4100e-003	0.1780	7.7000e-004	0.1787	0.0472	7.1000e-004	0.0479		146.7008	146.7008	3.2200e-003	3.4100e-003	147.7983
<b>Total</b>	<b>0.0505</b>	<b>0.0301</b>	<b>0.4268</b>	<b>1.4100e-003</b>	<b>0.1780</b>	<b>7.7000e-004</b>	<b>0.1787</b>	<b>0.0472</b>	<b>7.1000e-004</b>	<b>0.0479</b>		<b>146.7008</b>	<b>146.7008</b>	<b>3.2200e-003</b>	<b>3.4100e-003</b>	<b>147.7983</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.4149	0.0000	7.4149	3.4751	0.0000	3.4751			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.705 2	2,873.705 2	0.9294		2,896.940 5
<b>Total</b>	<b>1.5227</b>	<b>15.3148</b>	<b>14.5402</b>	<b>0.0297</b>	<b>7.4149</b>	<b>0.6236</b>	<b>8.0385</b>	<b>3.4751</b>	<b>0.5737</b>	<b>4.0487</b>		<b>2,873.705 2</b>	<b>2,873.705 2</b>	<b>0.9294</b>		<b>2,896.940 5</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5861	34.6618	7.4226	0.1345	3.9480	0.2874	4.2353	1.0822	0.2749	1.3571		14,701.30 94	14,701.30 94	0.5599	2.3315	15,410.09 66
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0421	0.0251	0.3557	1.1700e-003	0.1483	6.5000e-004	0.1489	0.0393	5.9000e-004	0.0399		122.2506	122.2506	2.6800e-003	2.8400e-003	123.1652
<b>Total</b>	<b>0.6282</b>	<b>34.6869</b>	<b>7.7783</b>	<b>0.1357</b>	<b>4.0963</b>	<b>0.2880</b>	<b>4.3843</b>	<b>1.1215</b>	<b>0.2755</b>	<b>1.3970</b>		<b>14,823.56 01</b>	<b>14,823.56 01</b>	<b>0.5626</b>	<b>2.3344</b>	<b>15,533.26 18</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3367	0.0000	3.3367	1.5638	0.0000	1.5638			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.705 2	2,873.705 2	0.9294		2,896.940 5
<b>Total</b>	<b>1.5227</b>	<b>15.3148</b>	<b>14.5402</b>	<b>0.0297</b>	<b>3.3367</b>	<b>0.6236</b>	<b>3.9603</b>	<b>1.5638</b>	<b>0.5737</b>	<b>2.1375</b>	<b>0.0000</b>	<b>2,873.705 2</b>	<b>2,873.705 2</b>	<b>0.9294</b>		<b>2,896.940 5</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5861	34.6618	7.4226	0.1345	3.9480	0.2874	4.2353	1.0822	0.2749	1.3571		14,701.30 94	14,701.30 94	0.5599	2.3315	15,410.09 66
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0421	0.0251	0.3557	1.1700e-003	0.1483	6.5000e-004	0.1489	0.0393	5.9000e-004	0.0399		122.2506	122.2506	2.6800e-003	2.8400e-003	123.1652
<b>Total</b>	<b>0.6282</b>	<b>34.6869</b>	<b>7.7783</b>	<b>0.1357</b>	<b>4.0963</b>	<b>0.2880</b>	<b>4.3843</b>	<b>1.1215</b>	<b>0.2755</b>	<b>1.3970</b>		<b>14,823.56 01</b>	<b>14,823.56 01</b>	<b>0.5626</b>	<b>2.3344</b>	<b>15,533.26 18</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.4149	0.0000	7.4149	3.4751	0.0000	3.4751			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.705 2	2,873.705 2	0.9294		2,896.940 5
<b>Total</b>	<b>1.5227</b>	<b>15.3148</b>	<b>14.5402</b>	<b>0.0297</b>	<b>7.4149</b>	<b>0.6236</b>	<b>8.0385</b>	<b>3.4751</b>	<b>0.5737</b>	<b>4.0487</b>		<b>2,873.705 2</b>	<b>2,873.705 2</b>	<b>0.9294</b>		<b>2,896.940 5</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5700	33.5114	7.5028	0.1315	3.9489	0.2800	4.2289	1.0825	0.2679	1.3504		14,387.73 09	14,387.73 09	0.5724	2.2827	15,082.29 50
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0400	0.0228	0.3349	1.1400e-003	0.1483	6.1000e-004	0.1489	0.0393	5.7000e-004	0.0399		119.4885	119.4885	2.4500e-003	2.6800e-003	120.3477
<b>Total</b>	<b>0.6099</b>	<b>33.5342</b>	<b>7.8377</b>	<b>0.1326</b>	<b>4.0971</b>	<b>0.2806</b>	<b>4.3778</b>	<b>1.1218</b>	<b>0.2685</b>	<b>1.3903</b>		<b>14,507.21 94</b>	<b>14,507.21 94</b>	<b>0.5749</b>	<b>2.2854</b>	<b>15,202.64 26</b>



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3367	0.0000	3.3367	1.5638	0.0000	1.5638			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.705 2	2,873.705 2	0.9294		2,896.940 5
<b>Total</b>	<b>1.5227</b>	<b>15.3148</b>	<b>14.5402</b>	<b>0.0297</b>	<b>3.3367</b>	<b>0.6236</b>	<b>3.9603</b>	<b>1.5638</b>	<b>0.5737</b>	<b>2.1375</b>	<b>0.0000</b>	<b>2,873.705 2</b>	<b>2,873.705 2</b>	<b>0.9294</b>		<b>2,896.940 5</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5700	33.5114	7.5028	0.1315	3.9489	0.2800	4.2289	1.0825	0.2679	1.3504		14,387.73 09	14,387.73 09	0.5724	2.2827	15,082.29 50
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0400	0.0228	0.3349	1.1400e- 003	0.1483	6.1000e- 004	0.1489	0.0393	5.7000e- 004	0.0399		119.4885	119.4885	2.4500e- 003	2.6800e- 003	120.3477
<b>Total</b>	<b>0.6099</b>	<b>33.5342</b>	<b>7.8377</b>	<b>0.1326</b>	<b>4.0971</b>	<b>0.2806</b>	<b>4.3778</b>	<b>1.1218</b>	<b>0.2685</b>	<b>1.3903</b>		<b>14,507.21 94</b>	<b>14,507.21 94</b>	<b>0.5749</b>	<b>2.2854</b>	<b>15,202.64 26</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0400	0.0228	0.3349	1.1400e-003	0.1483	6.1000e-004	0.1489	0.0393	5.7000e-004	0.0399		119.4885	119.4885	2.4500e-003	2.6800e-003	120.3477
<b>Total</b>	<b>0.0400</b>	<b>0.0228</b>	<b>0.3349</b>	<b>1.1400e-003</b>	<b>0.1483</b>	<b>6.1000e-004</b>	<b>0.1489</b>	<b>0.0393</b>	<b>5.7000e-004</b>	<b>0.0399</b>		<b>119.4885</b>	<b>119.4885</b>	<b>2.4500e-003</b>	<b>2.6800e-003</b>	<b>120.3477</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0400	0.0228	0.3349	1.1400e-003	0.1483	6.1000e-004	0.1489	0.0393	5.7000e-004	0.0399		119.4885	119.4885	2.4500e-003	2.6800e-003	120.3477
<b>Total</b>	<b>0.0400</b>	<b>0.0228</b>	<b>0.3349</b>	<b>1.1400e-003</b>	<b>0.1483</b>	<b>6.1000e-004</b>	<b>0.1489</b>	<b>0.0393</b>	<b>5.7000e-004</b>	<b>0.0399</b>		<b>119.4885</b>	<b>119.4885</b>	<b>2.4500e-003</b>	<b>2.6800e-003</b>	<b>120.3477</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0380	0.0208	0.3170	1.1000e-003	0.1483	5.8000e-004	0.1489	0.0393	5.3000e-004	0.0399		116.9214	116.9214	2.2500e-003	2.5400e-003	117.7335
<b>Total</b>	<b>0.0380</b>	<b>0.0208</b>	<b>0.3170</b>	<b>1.1000e-003</b>	<b>0.1483</b>	<b>5.8000e-004</b>	<b>0.1489</b>	<b>0.0393</b>	<b>5.3000e-004</b>	<b>0.0399</b>		<b>116.9214</b>	<b>116.9214</b>	<b>2.2500e-003</b>	<b>2.5400e-003</b>	<b>117.7335</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0380	0.0208	0.3170	1.1000e-003	0.1483	5.8000e-004	0.1489	0.0393	5.3000e-004	0.0399		116.9214	116.9214	2.2500e-003	2.5400e-003	117.7335
<b>Total</b>	<b>0.0380</b>	<b>0.0208</b>	<b>0.3170</b>	<b>1.1000e-003</b>	<b>0.1483</b>	<b>5.8000e-004</b>	<b>0.1489</b>	<b>0.0393</b>	<b>5.3000e-004</b>	<b>0.0399</b>		<b>116.9214</b>	<b>116.9214</b>	<b>2.2500e-003</b>	<b>2.5400e-003</b>	<b>117.7335</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0360	0.0191	0.3020	1.0700e-003	0.1483	5.4000e-004	0.1488	0.0393	5.0000e-004	0.0398		114.6009	114.6009	2.0700e-003	2.4200e-003	115.3731
<b>Total</b>	<b>0.0360</b>	<b>0.0191</b>	<b>0.3020</b>	<b>1.0700e-003</b>	<b>0.1483</b>	<b>5.4000e-004</b>	<b>0.1488</b>	<b>0.0393</b>	<b>5.0000e-004</b>	<b>0.0398</b>		<b>114.6009</b>	<b>114.6009</b>	<b>2.0700e-003</b>	<b>2.4200e-003</b>	<b>115.3731</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2028**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0360	0.0191	0.3020	1.0700e-003	0.1483	5.4000e-004	0.1488	0.0393	5.0000e-004	0.0398		114.6009	114.6009	2.0700e-003	2.4200e-003	115.3731
<b>Total</b>	<b>0.0360</b>	<b>0.0191</b>	<b>0.3020</b>	<b>1.0700e-003</b>	<b>0.1483</b>	<b>5.4000e-004</b>	<b>0.1488</b>	<b>0.0393</b>	<b>5.0000e-004</b>	<b>0.0398</b>		<b>114.6009</b>	<b>114.6009</b>	<b>2.0700e-003</b>	<b>2.4200e-003</b>	<b>115.3731</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>10.0087</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0354	0.0194	0.2959	1.0300e-003	0.1384	5.4000e-004	0.1390	0.0367	5.0000e-004	0.0372		109.1266	109.1266	2.1000e-003	2.3700e-003	109.8846
<b>Total</b>	<b>0.0354</b>	<b>0.0194</b>	<b>0.2959</b>	<b>1.0300e-003</b>	<b>0.1384</b>	<b>5.4000e-004</b>	<b>0.1390</b>	<b>0.0367</b>	<b>5.0000e-004</b>	<b>0.0372</b>		<b>109.1266</b>	<b>109.1266</b>	<b>2.1000e-003</b>	<b>2.3700e-003</b>	<b>109.8846</b>



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>10.0087</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0354	0.0194	0.2959	1.0300e-003	0.1384	5.4000e-004	0.1390	0.0367	5.0000e-004	0.0372		109.1266	109.1266	2.1000e-003	2.3700e-003	109.8846
<b>Total</b>	<b>0.0354</b>	<b>0.0194</b>	<b>0.2959</b>	<b>1.0300e-003</b>	<b>0.1384</b>	<b>5.4000e-004</b>	<b>0.1390</b>	<b>0.0367</b>	<b>5.0000e-004</b>	<b>0.0372</b>		<b>109.1266</b>	<b>109.1266</b>	<b>2.1000e-003</b>	<b>2.3700e-003</b>	<b>109.8846</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>10.0087</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0336	0.0178	0.2818	1.0000e-003	0.1384	5.1000e-004	0.1389	0.0367	4.7000e-004	0.0372		106.9609	106.9609	1.9400e-003	2.2600e-003	107.6816
<b>Total</b>	<b>0.0336</b>	<b>0.0178</b>	<b>0.2818</b>	<b>1.0000e-003</b>	<b>0.1384</b>	<b>5.1000e-004</b>	<b>0.1389</b>	<b>0.0367</b>	<b>4.7000e-004</b>	<b>0.0372</b>		<b>106.9609</b>	<b>106.9609</b>	<b>1.9400e-003</b>	<b>2.2600e-003</b>	<b>107.6816</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2028**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>10.0087</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0336	0.0178	0.2818	1.0000e-003	0.1384	5.1000e-004	0.1389	0.0367	4.7000e-004	0.0372		106.9609	106.9609	1.9400e-003	2.2600e-003	107.6816
<b>Total</b>	<b>0.0336</b>	<b>0.0178</b>	<b>0.2818</b>	<b>1.0000e-003</b>	<b>0.1384</b>	<b>5.1000e-004</b>	<b>0.1389</b>	<b>0.0367</b>	<b>4.7000e-004</b>	<b>0.0372</b>		<b>106.9609</b>	<b>106.9609</b>	<b>1.9400e-003</b>	<b>2.2600e-003</b>	<b>107.6816</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.502926	0.057913	0.201381	0.142041	0.033535	0.008550	0.008361	0.005979	0.000919	0.000356	0.031380	0.000886	0.005774

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - NaturalGas**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3852	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396
Unmitigated	0.3852	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0601					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5900e-003	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396
<b>Total</b>	<b>0.3852</b>	<b>1.6000e-004</b>	<b>0.0173</b>	<b>0.0000</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.0372</b>	<b>0.0372</b>	<b>1.0000e-004</b>		<b>0.0396</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0601					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5900e-003	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396
<b>Total</b>	<b>0.3852</b>	<b>1.6000e-004</b>	<b>0.0173</b>	<b>0.0000</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.0372</b>	<b>0.0372</b>	<b>1.0000e-004</b>		<b>0.0396</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**U.S. 101 and Prado Road Interchange Connection**

**San Luis Obispo County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	169.80	1000sqft	10.00	169,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.2	<b>Precipitation Freq (Days)</b>	44
<b>Climate Zone</b>	4			<b>Operational Year</b>	2027
<b>Utility Company</b>	Pacific Gas and Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	203.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - 2021 Revisions, Construction start date is spring 2025

Land Use - 169,800 square feet of new pavement and 10 acres of disturbed area

Construction Phase - Adjusted schedule based on a 36 month schedule using assumptions from the 2018 model that was based on a 12 month construction schedule. Spring 2025-spring 2028

Off-road Equipment - Default construction equipment

Demolition - Approximately 49,200 square feet of existing roadway estimated for removal under Alternative A7

Grading - Up to 325,000 cubic yards of fill material imported, depending on the alternative and the implementation of the retaining wall option

Architectural Coating - 169,800 square feet of new paved area

Area Coating - 169,800 square feet of new paved area

Construction Off-road Equipment Mitigation - Required compliance with SLOAPCD's standard mitigations for fugitive dust emissions

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	10,188.00	169,800.00

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblAreaCoating	Area_Parking	10188	169800
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	20.00	180.00
tblConstructionPhase	NumDays	20.00	450.00
tblConstructionPhase	NumDays	20.00	120.00
tblGrading	MaterialImported	0.00	325,000.00
tblLandUse	LotAcreage	3.90	10.00

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	2.5288	51.0178	22.4172	0.1655	19.8350	1.0876	20.9225	10.1497	1.0006	11.1502	0.0000	17,704.9435	17,704.9435	1.4906	2.3367	18,438.5377
2026	2.1075	49.8410	22.4764	0.1623	11.5121	0.9047	12.4167	4.5969	0.8426	5.4395	0.0000	17,388.8907	17,388.8907	1.5028	2.2877	18,108.2088
2027	11.0640	9.7727	16.9890	0.0278	0.2867	0.4712	0.7579	0.0760	0.4376	0.5136	0.0000	2,704.8424	2,704.8424	0.7338	5.3400e-003	2,724.7767
2028	11.0599	9.7690	16.9611	0.0278	0.2867	0.4711	0.7578	0.0760	0.4375	0.5136	0.0000	2,700.5490	2,700.5490	0.7334	5.0800e-003	2,720.3993
<b>Maximum</b>	<b>11.0640</b>	<b>51.0178</b>	<b>22.4764</b>	<b>0.1655</b>	<b>19.8350</b>	<b>1.0876</b>	<b>20.9225</b>	<b>10.1497</b>	<b>1.0006</b>	<b>11.1502</b>	<b>0.0000</b>	<b>17,704.9435</b>	<b>17,704.9435</b>	<b>1.5028</b>	<b>2.3367</b>	<b>18,438.5377</b>



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3852	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.3852</b>	<b>1.6000e-004</b>	<b>0.0173</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.0372</b>	<b>0.0372</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.0396</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3852	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.3852</b>	<b>1.6000e-004</b>	<b>0.0173</b>	<b>0.0000</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.0372</b>	<b>0.0372</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.0396</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2025	9/15/2025	5	120	
2	Site Preparation	Site Preparation	9/16/2025	10/27/2025	5	30	
3	Grading	Grading	10/28/2025	7/6/2026	5	180	
4	Paving	Paving	7/7/2026	3/27/2028	5	450	
5	Architectural Coating	Architectural Coating	11/1/2027	4/14/2028	5	120	

**Acres of Grading (Site Preparation Phase): 45**

**Acres of Grading (Grading Phase): 180**

**Acres of Paving: 10**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 169,800 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	224.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	40,625.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4166	0.0000	0.4166	0.0631	0.0000	0.0631			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920		3,747.5996	3,747.5996	1.0464		3,773.7606
<b>Total</b>	<b>2.0926</b>	<b>19.1966</b>	<b>19.4184</b>	<b>0.0388</b>	<b>0.4166</b>	<b>0.8528</b>	<b>1.2694</b>	<b>0.0631</b>	<b>0.7920</b>	<b>0.8551</b>		<b>3,747.5996</b>	<b>3,747.5996</b>	<b>1.0464</b>		<b>3,773.7606</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.6100e-003	0.2951	0.0623	1.1100e-003	0.0327	2.3800e-003	0.0350	8.9500e-003	2.2800e-003	0.0112		121.6968	121.6968	4.6200e-003	0.0193	127.5638
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0468	0.0285	0.3485	1.1200e-003	0.1483	6.5000e-004	0.1489	0.0393	5.9000e-004	0.0399		117.1535	117.1535	2.9000e-003	3.0900e-003	118.1481
<b>Total</b>	<b>0.0514</b>	<b>0.3236</b>	<b>0.4108</b>	<b>2.2300e-003</b>	<b>0.1809</b>	<b>3.0300e-003</b>	<b>0.1840</b>	<b>0.0483</b>	<b>2.8700e-003</b>	<b>0.0512</b>		<b>238.8503</b>	<b>238.8503</b>	<b>7.5200e-003</b>	<b>0.0224</b>	<b>245.7119</b>



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1875	0.0000	0.1875	0.0284	0.0000	0.0284			0.0000			0.0000
Off-Road	2.0926	19.1966	19.4184	0.0388		0.8528	0.8528		0.7920	0.7920	0.0000	3,747.5996	3,747.5996	1.0464		3,773.7606
<b>Total</b>	<b>2.0926</b>	<b>19.1966</b>	<b>19.4184</b>	<b>0.0388</b>	<b>0.1875</b>	<b>0.8528</b>	<b>1.0402</b>	<b>0.0284</b>	<b>0.7920</b>	<b>0.8204</b>	<b>0.0000</b>	<b>3,747.5996</b>	<b>3,747.5996</b>	<b>1.0464</b>		<b>3,773.7606</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.6100e-003	0.2951	0.0623	1.1100e-003	0.0327	2.3800e-003	0.0350	8.9500e-003	2.2800e-003	0.0112		121.6968	121.6968	4.6200e-003	0.0193	127.5638
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0468	0.0285	0.3485	1.1200e-003	0.1483	6.5000e-004	0.1489	0.0393	5.9000e-004	0.0399		117.1535	117.1535	2.9000e-003	3.0900e-003	118.1481
<b>Total</b>	<b>0.0514</b>	<b>0.3236</b>	<b>0.4108</b>	<b>2.2300e-003</b>	<b>0.1809</b>	<b>3.0300e-003</b>	<b>0.1840</b>	<b>0.0483</b>	<b>2.8700e-003</b>	<b>0.0512</b>		<b>238.8503</b>	<b>238.8503</b>	<b>7.5200e-003</b>	<b>0.0224</b>	<b>245.7119</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Site Preparation - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
<b>Total</b>	<b>2.4727</b>	<b>25.2339</b>	<b>17.9118</b>	<b>0.0381</b>	<b>19.6570</b>	<b>1.0868</b>	<b>20.7438</b>	<b>10.1025</b>	<b>0.9999</b>	<b>11.1023</b>		<b>3,689.1037</b>	<b>3,689.1037</b>	<b>1.1931</b>		<b>3,718.9320</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0561	0.0342	0.4182	1.3500e-003	0.1780	7.7000e-004	0.1787	0.0472	7.1000e-004	0.0479		140.5842	140.5842	3.4900e-003	3.7100e-003	141.7778
<b>Total</b>	<b>0.0561</b>	<b>0.0342</b>	<b>0.4182</b>	<b>1.3500e-003</b>	<b>0.1780</b>	<b>7.7000e-004</b>	<b>0.1787</b>	<b>0.0472</b>	<b>7.1000e-004</b>	<b>0.0479</b>		<b>140.5842</b>	<b>140.5842</b>	<b>3.4900e-003</b>	<b>3.7100e-003</b>	<b>141.7778</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Site Preparation - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
<b>Total</b>	<b>2.4727</b>	<b>25.2339</b>	<b>17.9118</b>	<b>0.0381</b>	<b>8.8457</b>	<b>1.0868</b>	<b>9.9324</b>	<b>4.5461</b>	<b>0.9999</b>	<b>5.5460</b>	<b>0.0000</b>	<b>3,689.1037</b>	<b>3,689.1037</b>	<b>1.1931</b>		<b>3,718.9320</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0561	0.0342	0.4182	1.3500e-003	0.1780	7.7000e-004	0.1787	0.0472	7.1000e-004	0.0479		140.5842	140.5842	3.4900e-003	3.7100e-003	141.7778
<b>Total</b>	<b>0.0561</b>	<b>0.0342</b>	<b>0.4182</b>	<b>1.3500e-003</b>	<b>0.1780</b>	<b>7.7000e-004</b>	<b>0.1787</b>	<b>0.0472</b>	<b>7.1000e-004</b>	<b>0.0479</b>		<b>140.5842</b>	<b>140.5842</b>	<b>3.4900e-003</b>	<b>3.7100e-003</b>	<b>141.7778</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.4149	0.0000	7.4149	3.4751	0.0000	3.4751			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.705 2	2,873.705 2	0.9294		2,896.940 5
<b>Total</b>	<b>1.5227</b>	<b>15.3148</b>	<b>14.5402</b>	<b>0.0297</b>	<b>7.4149</b>	<b>0.6236</b>	<b>8.0385</b>	<b>3.4751</b>	<b>0.5737</b>	<b>4.0487</b>		<b>2,873.705 2</b>	<b>2,873.705 2</b>	<b>0.9294</b>		<b>2,896.940 5</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5568	35.6745	7.5286	0.1347	3.9480	0.2879	4.2358	1.0822	0.2754	1.3576		14,714.08 48	14,714.08 48	0.5583	2.3336	15,423.44 91
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0468	0.0285	0.3485	1.1200e-003	0.1483	6.5000e-004	0.1489	0.0393	5.9000e-004	0.0399		117.1535	117.1535	2.9000e-003	3.0900e-003	118.1481
<b>Total</b>	<b>0.6035</b>	<b>35.7031</b>	<b>7.8770</b>	<b>0.1358</b>	<b>4.0963</b>	<b>0.2885</b>	<b>4.3848</b>	<b>1.1215</b>	<b>0.2760</b>	<b>1.3975</b>		<b>14,831.23 83</b>	<b>14,831.23 83</b>	<b>0.5612</b>	<b>2.3367</b>	<b>15,541.59 72</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3367	0.0000	3.3367	1.5638	0.0000	1.5638			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.705 2	2,873.705 2	0.9294		2,896.940 5
<b>Total</b>	<b>1.5227</b>	<b>15.3148</b>	<b>14.5402</b>	<b>0.0297</b>	<b>3.3367</b>	<b>0.6236</b>	<b>3.9603</b>	<b>1.5638</b>	<b>0.5737</b>	<b>2.1375</b>	<b>0.0000</b>	<b>2,873.705 2</b>	<b>2,873.705 2</b>	<b>0.9294</b>		<b>2,896.940 5</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5568	35.6745	7.5286	0.1347	3.9480	0.2879	4.2358	1.0822	0.2754	1.3576		14,714.08 48	14,714.08 48	0.5583	2.3336	15,423.44 91
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0468	0.0285	0.3485	1.1200e-003	0.1483	6.5000e-004	0.1489	0.0393	5.9000e-004	0.0399		117.1535	117.1535	2.9000e-003	3.0900e-003	118.1481
<b>Total</b>	<b>0.6035</b>	<b>35.7031</b>	<b>7.8770</b>	<b>0.1358</b>	<b>4.0963</b>	<b>0.2885</b>	<b>4.3848</b>	<b>1.1215</b>	<b>0.2760</b>	<b>1.3975</b>		<b>14,831.23 83</b>	<b>14,831.23 83</b>	<b>0.5612</b>	<b>2.3367</b>	<b>15,541.59 72</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.4149	0.0000	7.4149	3.4751	0.0000	3.4751			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737		2,873.705 2	2,873.705 2	0.9294		2,896.940 5
<b>Total</b>	<b>1.5227</b>	<b>15.3148</b>	<b>14.5402</b>	<b>0.0297</b>	<b>7.4149</b>	<b>0.6236</b>	<b>8.0385</b>	<b>3.4751</b>	<b>0.5737</b>	<b>4.0487</b>		<b>2,873.705 2</b>	<b>2,873.705 2</b>	<b>0.9294</b>		<b>2,896.940 5</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5404	34.5004	7.6077	0.1316	3.9489	0.2805	4.2293	1.0825	0.2684	1.3509		14,400.67 08	14,400.67 08	0.5708	2.2848	15,095.81 90
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0445	0.0258	0.3285	1.0900e- 003	0.1483	6.1000e- 004	0.1489	0.0393	5.7000e- 004	0.0399		114.5148	114.5148	2.6600e- 003	2.9100e- 003	115.4493
<b>Total</b>	<b>0.5849</b>	<b>34.5263</b>	<b>7.9362</b>	<b>0.1327</b>	<b>4.0971</b>	<b>0.2811</b>	<b>4.3783</b>	<b>1.1218</b>	<b>0.2689</b>	<b>1.3908</b>		<b>14,515.18 56</b>	<b>14,515.18 56</b>	<b>0.5734</b>	<b>2.2877</b>	<b>15,211.26 83</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3367	0.0000	3.3367	1.5638	0.0000	1.5638			0.0000			0.0000
Off-Road	1.5227	15.3148	14.5402	0.0297		0.6236	0.6236		0.5737	0.5737	0.0000	2,873.705 2	2,873.705 2	0.9294		2,896.940 5
<b>Total</b>	<b>1.5227</b>	<b>15.3148</b>	<b>14.5402</b>	<b>0.0297</b>	<b>3.3367</b>	<b>0.6236</b>	<b>3.9603</b>	<b>1.5638</b>	<b>0.5737</b>	<b>2.1375</b>	<b>0.0000</b>	<b>2,873.705 2</b>	<b>2,873.705 2</b>	<b>0.9294</b>		<b>2,896.940 5</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5404	34.5004	7.6077	0.1316	3.9489	0.2805	4.2293	1.0825	0.2684	1.3509		14,400.67 08	14,400.67 08	0.5708	2.2848	15,095.81 90
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0445	0.0258	0.3285	1.0900e- 003	0.1483	6.1000e- 004	0.1489	0.0393	5.7000e- 004	0.0399		114.5148	114.5148	2.6600e- 003	2.9100e- 003	115.4493
<b>Total</b>	<b>0.5849</b>	<b>34.5263</b>	<b>7.9362</b>	<b>0.1327</b>	<b>4.0971</b>	<b>0.2811</b>	<b>4.3783</b>	<b>1.1218</b>	<b>0.2689</b>	<b>1.3908</b>		<b>14,515.18 56</b>	<b>14,515.18 56</b>	<b>0.5734</b>	<b>2.2877</b>	<b>15,211.26 83</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0445	0.0258	0.3285	1.0900e-003	0.1483	6.1000e-004	0.1489	0.0393	5.7000e-004	0.0399		114.5148	114.5148	2.6600e-003	2.9100e-003	115.4493
<b>Total</b>	<b>0.0445</b>	<b>0.0258</b>	<b>0.3285</b>	<b>1.0900e-003</b>	<b>0.1483</b>	<b>6.1000e-004</b>	<b>0.1489</b>	<b>0.0393</b>	<b>5.7000e-004</b>	<b>0.0399</b>		<b>114.5148</b>	<b>114.5148</b>	<b>2.6600e-003</b>	<b>2.9100e-003</b>	<b>115.4493</b>



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2026**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0445	0.0258	0.3285	1.0900e-003	0.1483	6.1000e-004	0.1489	0.0393	5.7000e-004	0.0399		114.5148	114.5148	2.6600e-003	2.9100e-003	115.4493
<b>Total</b>	<b>0.0445</b>	<b>0.0258</b>	<b>0.3285</b>	<b>1.0900e-003</b>	<b>0.1483</b>	<b>6.1000e-004</b>	<b>0.1489</b>	<b>0.0393</b>	<b>5.7000e-004</b>	<b>0.0399</b>		<b>114.5148</b>	<b>114.5148</b>	<b>2.6600e-003</b>	<b>2.9100e-003</b>	<b>115.4493</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0424	0.0236	0.3113	1.0600e-003	0.1483	5.8000e-004	0.1489	0.0393	5.3000e-004	0.0399		112.0599	112.0599	2.4400e-003	2.7600e-003	112.9433
<b>Total</b>	<b>0.0424</b>	<b>0.0236</b>	<b>0.3113</b>	<b>1.0600e-003</b>	<b>0.1483</b>	<b>5.8000e-004</b>	<b>0.1489</b>	<b>0.0393</b>	<b>5.3000e-004</b>	<b>0.0399</b>		<b>112.0599</b>	<b>112.0599</b>	<b>2.4400e-003</b>	<b>2.7600e-003</b>	<b>112.9433</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0424	0.0236	0.3113	1.0600e-003	0.1483	5.8000e-004	0.1489	0.0393	5.3000e-004	0.0399		112.0599	112.0599	2.4400e-003	2.7600e-003	112.9433
<b>Total</b>	<b>0.0424</b>	<b>0.0236</b>	<b>0.3113</b>	<b>1.0600e-003</b>	<b>0.1483</b>	<b>5.8000e-004</b>	<b>0.1489</b>	<b>0.0393</b>	<b>5.3000e-004</b>	<b>0.0399</b>		<b>112.0599</b>	<b>112.0599</b>	<b>2.4400e-003</b>	<b>2.7600e-003</b>	<b>112.9433</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>		<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0403	0.0217	0.2969	1.0300e-003	0.1483	5.4000e-004	0.1488	0.0393	5.0000e-004	0.0398		109.8392	109.8392	2.2600e-003	2.6300e-003	110.6791
<b>Total</b>	<b>0.0403</b>	<b>0.0217</b>	<b>0.2969</b>	<b>1.0300e-003</b>	<b>0.1483</b>	<b>5.4000e-004</b>	<b>0.1488</b>	<b>0.0393</b>	<b>5.0000e-004</b>	<b>0.0398</b>		<b>109.8392</b>	<b>109.8392</b>	<b>2.2600e-003</b>	<b>2.6300e-003</b>	<b>110.6791</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2028**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0582					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9734</b>	<b>8.5816</b>	<b>14.5780</b>	<b>0.0228</b>		<b>0.4185</b>	<b>0.4185</b>		<b>0.3850</b>	<b>0.3850</b>	<b>0.0000</b>	<b>2,206.745 2</b>	<b>2,206.745 2</b>	<b>0.7137</b>		<b>2,224.587 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0403	0.0217	0.2969	1.0300e-003	0.1483	5.4000e-004	0.1488	0.0393	5.0000e-004	0.0398		109.8392	109.8392	2.2600e-003	2.6300e-003	110.6791
<b>Total</b>	<b>0.0403</b>	<b>0.0217</b>	<b>0.2969</b>	<b>1.0300e-003</b>	<b>0.1483</b>	<b>5.4000e-004</b>	<b>0.1488</b>	<b>0.0393</b>	<b>5.0000e-004</b>	<b>0.0398</b>		<b>109.8392</b>	<b>109.8392</b>	<b>2.2600e-003</b>	<b>2.6300e-003</b>	<b>110.6791</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>10.0087</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0396	0.0220	0.2906	9.9000e-004	0.1384	5.4000e-004	0.1390	0.0367	5.0000e-004	0.0372		104.5893	104.5893	2.2800e-003	2.5800e-003	105.4137
<b>Total</b>	<b>0.0396</b>	<b>0.0220</b>	<b>0.2906</b>	<b>9.9000e-004</b>	<b>0.1384</b>	<b>5.4000e-004</b>	<b>0.1390</b>	<b>0.0367</b>	<b>5.0000e-004</b>	<b>0.0372</b>		<b>104.5893</b>	<b>104.5893</b>	<b>2.2800e-003</b>	<b>2.5800e-003</b>	<b>105.4137</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2027**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>10.0087</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0396	0.0220	0.2906	9.9000e-004	0.1384	5.4000e-004	0.1390	0.0367	5.0000e-004	0.0372		104.5893	104.5893	2.2800e-003	2.5800e-003	105.4137
<b>Total</b>	<b>0.0396</b>	<b>0.0220</b>	<b>0.2906</b>	<b>9.9000e-004</b>	<b>0.1384</b>	<b>5.4000e-004</b>	<b>0.1390</b>	<b>0.0367</b>	<b>5.0000e-004</b>	<b>0.0372</b>		<b>104.5893</b>	<b>104.5893</b>	<b>2.2800e-003</b>	<b>2.5800e-003</b>	<b>105.4137</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>10.0087</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0376	0.0202	0.2771	9.6000e-004	0.1384	5.1000e-004	0.1389	0.0367	4.7000e-004	0.0372		102.5166	102.5166	2.1100e-003	2.4500e-003	103.3005
<b>Total</b>	<b>0.0376</b>	<b>0.0202</b>	<b>0.2771</b>	<b>9.6000e-004</b>	<b>0.1384</b>	<b>5.1000e-004</b>	<b>0.1389</b>	<b>0.0367</b>	<b>4.7000e-004</b>	<b>0.0372</b>		<b>102.5166</b>	<b>102.5166</b>	<b>2.1100e-003</b>	<b>2.4500e-003</b>	<b>103.3005</b>



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2028**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.8378					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>10.0087</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0376	0.0202	0.2771	9.6000e-004	0.1384	5.1000e-004	0.1389	0.0367	4.7000e-004	0.0372		102.5166	102.5166	2.1100e-003	2.4500e-003	103.3005
<b>Total</b>	<b>0.0376</b>	<b>0.0202</b>	<b>0.2771</b>	<b>9.6000e-004</b>	<b>0.1384</b>	<b>5.1000e-004</b>	<b>0.1389</b>	<b>0.0367</b>	<b>4.7000e-004</b>	<b>0.0372</b>		<b>102.5166</b>	<b>102.5166</b>	<b>2.1100e-003</b>	<b>2.4500e-003</b>	<b>103.3005</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.502926	0.057913	0.201381	0.142041	0.033535	0.008550	0.008361	0.005979	0.000919	0.000356	0.031380	0.000886	0.005774

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - Natural Gas**

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3852	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396
Unmitigated	0.3852	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0601					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5900e-003	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396
<b>Total</b>	<b>0.3852</b>	<b>1.6000e-004</b>	<b>0.0173</b>	<b>0.0000</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.0372</b>	<b>0.0372</b>	<b>1.0000e-004</b>		<b>0.0396</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3234					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0601					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5900e-003	1.6000e-004	0.0173	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0372	0.0372	1.0000e-004		0.0396
<b>Total</b>	<b>0.3852</b>	<b>1.6000e-004</b>	<b>0.0173</b>	<b>0.0000</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>0.0372</b>	<b>0.0372</b>	<b>1.0000e-004</b>		<b>0.0396</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**U.S. 101 and Prado Road Interchange Connection**

**San Luis Obispo County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	169.80	1000sqft	10.00	169,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.2	<b>Precipitation Freq (Days)</b>	44
<b>Climate Zone</b>	4			<b>Operational Year</b>	2027
<b>Utility Company</b>	Pacific Gas and Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	203.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - 2021 Revisions, Construction start date is spring 2025

Land Use - 169,800 square feet of new pavement and 10 acres of disturbed area

Construction Phase - Adjusted schedule based on a 36 month schedule using assumptions from the 2018 model that was based on a 12 month construction schedule. Spring 2025-spring 2028

Off-road Equipment - Default construction equipment

Demolition - Approximately 49,200 square feet of existing roadway estimated for removal under Alternative A7

Grading - Up to 325,000 cubic yards of fill material imported, depending on the alternative and the implementation of the retaining wall option

Architectural Coating - 169,800 square feet of new paved area

Area Coating - 169,800 square feet of new paved area

Construction Off-road Equipment Mitigation - Required compliance with SLOAPCD's standard mitigations for fugitive dust emissions

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	10,188.00	169,800.00



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblAreaCoating	Area_Parking	10188	169800
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	20.00	180.00
tblConstructionPhase	NumDays	20.00	450.00
tblConstructionPhase	NumDays	20.00	120.00
tblGrading	MaterialImported	0.00	325,000.00
tblLandUse	LotAcreage	3.90	10.00

**2.0 Emissions Summary**

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.2165	2.7519	1.9898	6.9400e-003	0.6940	0.0891	0.7831	0.2773	0.0827	0.3599	0.0000	646.4652	646.4652	0.1054	0.0511	664.3156
2026	0.2059	3.8722	2.4443	0.0123	0.8013	0.0870	0.8883	0.3105	0.0807	0.3912	0.0000	1,183.4493	1,183.4493	0.1323	0.1381	1,227.9128
2027	0.3580	1.1492	1.9900	3.2000e-003	0.0219	0.0559	0.0777	5.8100e-003	0.0515	0.0573	0.0000	282.5076	282.5076	0.0851	3.7000e-004	284.7472
2028	0.4074	0.3061	0.5318	8.7000e-004	9.4600e-003	0.0147	0.0242	2.5100e-003	0.0137	0.0162	0.0000	77.2068	77.2068	0.0204	1.5000e-004	77.7626
<b>Maximum</b>	<b>0.4074</b>	<b>3.8722</b>	<b>2.4443</b>	<b>0.0123</b>	<b>0.8013</b>	<b>0.0891</b>	<b>0.8883</b>	<b>0.3105</b>	<b>0.0827</b>	<b>0.3912</b>	<b>0.0000</b>	<b>1,183.4493</b>	<b>1,183.4493</b>	<b>0.1323</b>	<b>0.1381</b>	<b>1,227.9128</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.1 Overall Construction**

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.2165	2.7519	1.9898	6.9400e-003	0.3713	0.0891	0.4604	0.1409	0.0827	0.2236	0.0000	646.4648	646.4648	0.1054	0.0511	664.3152
2026	0.2059	3.8722	2.4443	0.0123	0.5121	0.0870	0.5991	0.1813	0.0807	0.2620	0.0000	1,183.4490	1,183.4490	0.1323	0.1381	1,227.9124
2027	0.3580	1.1492	1.9900	3.2000e-003	0.0219	0.0559	0.0777	5.8100e-003	0.0515	0.0573	0.0000	282.5073	282.5073	0.0851	3.7000e-004	284.7469
2028	0.4074	0.3061	0.5318	8.7000e-004	9.4600e-003	0.0147	0.0242	2.5100e-003	0.0137	0.0162	0.0000	77.2067	77.2067	0.0204	1.5000e-004	77.7626
<b>Maximum</b>	<b>0.4074</b>	<b>3.8722</b>	<b>2.4443</b>	<b>0.0123</b>	<b>0.5121</b>	<b>0.0891</b>	<b>0.5991</b>	<b>0.1813</b>	<b>0.0827</b>	<b>0.2620</b>	<b>0.0000</b>	<b>1,183.4490</b>	<b>1,183.4490</b>	<b>0.1323</b>	<b>0.1381</b>	<b>1,227.9124</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>40.08</b>	<b>0.00</b>	<b>34.51</b>	<b>44.56</b>	<b>0.00</b>	<b>32.21</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2025	6-30-2025	0.7036	0.7036
2	7-1-2025	9-30-2025	0.7442	0.7442
3	10-1-2025	12-31-2025	1.5017	1.5017
4	1-1-2026	3-31-2026	1.6698	1.6698
5	4-1-2026	6-30-2026	1.6569	1.6569
6	7-1-2026	9-30-2026	0.4046	0.4046
7	10-1-2026	12-31-2026	0.3163	0.3163
8	1-1-2027	3-31-2027	0.3092	0.3092

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

9	4-1-2027	6-30-2027	0.3124	0.3124
10	7-1-2027	9-30-2027	0.3159	0.3159
11	10-1-2027	12-31-2027	0.5605	0.5605
12	1-1-2028	3-31-2028	0.6632	0.6632
13	4-1-2028	6-30-2028	0.0560	0.0560
		Highest	1.6698	1.6698

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0703	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5600e-003	5.5600e-003	1.0000e-005	0.0000	5.9200e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0703</b>	<b>3.0000e-005</b>	<b>2.8500e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.5600e-003</b>	<b>5.5600e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.9200e-003</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0703	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5600e-003	5.5600e-003	1.0000e-005	0.0000	5.9200e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0703</b>	<b>3.0000e-005</b>	<b>2.8500e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.5600e-003</b>	<b>5.5600e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.9200e-003</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2025	9/15/2025	5	120	
2	Site Preparation	Site Preparation	9/16/2025	10/27/2025	5	30	
3	Grading	Grading	10/28/2025	7/6/2026	5	180	

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

4	Paving	Paving	7/7/2026	3/27/2028	5	450
5	Architectural Coating	Architectural Coating	11/1/2027	4/14/2028	5	120

**Acres of Grading (Site Preparation Phase): 45**

**Acres of Grading (Grading Phase): 180**

**Acres of Paving: 10**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 169,800 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	224.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Site Preparation	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	40,625.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

**3.2 Demolition - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0250	0.0000	0.0250	3.7900e-003	0.0000	3.7900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1256	1.1518	1.1651	2.3300e-003		0.0512	0.0512		0.0475	0.0475	0.0000	203.9859	203.9859	0.0570	0.0000	205.4099
<b>Total</b>	<b>0.1256</b>	<b>1.1518</b>	<b>1.1651</b>	<b>2.3300e-003</b>	<b>0.0250</b>	<b>0.0512</b>	<b>0.0762</b>	<b>3.7900e-003</b>	<b>0.0475</b>	<b>0.0513</b>	<b>0.0000</b>	<b>203.9859</b>	<b>203.9859</b>	<b>0.0570</b>	<b>0.0000</b>	<b>205.4099</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8000e-004	0.0178	3.7000e-003	7.0000e-005	1.9100e-003	1.4000e-004	2.0600e-003	5.3000e-004	1.4000e-004	6.6000e-004	0.0000	6.6208	6.6208	2.5000e-004	1.0500e-003	6.9400
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5500e-003	1.6700e-003	0.0208	7.0000e-005	8.6600e-003	4.0000e-005	8.7000e-003	2.3000e-003	4.0000e-005	2.3400e-003	0.0000	6.4225	6.4225	1.5000e-004	1.7000e-004	6.4758
<b>Total</b>	<b>2.8300e-003</b>	<b>0.0194</b>	<b>0.0245</b>	<b>1.4000e-004</b>	<b>0.0106</b>	<b>1.8000e-004</b>	<b>0.0108</b>	<b>2.8300e-003</b>	<b>1.8000e-004</b>	<b>3.0000e-003</b>	<b>0.0000</b>	<b>13.0433</b>	<b>13.0433</b>	<b>4.0000e-004</b>	<b>1.2200e-003</b>	<b>13.4157</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0113	0.0000	0.0113	1.7000e-003	0.0000	1.7000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1256	1.1518	1.1651	2.3300e-003		0.0512	0.0512		0.0475	0.0475	0.0000	203.9857	203.9857	0.0570	0.0000	205.4096
<b>Total</b>	<b>0.1256</b>	<b>1.1518</b>	<b>1.1651</b>	<b>2.3300e-003</b>	<b>0.0113</b>	<b>0.0512</b>	<b>0.0624</b>	<b>1.7000e-003</b>	<b>0.0475</b>	<b>0.0492</b>	<b>0.0000</b>	<b>203.9857</b>	<b>203.9857</b>	<b>0.0570</b>	<b>0.0000</b>	<b>205.4096</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8000e-004	0.0178	3.7000e-003	7.0000e-005	1.9100e-003	1.4000e-004	2.0600e-003	5.3000e-004	1.4000e-004	6.6000e-004	0.0000	6.6208	6.6208	2.5000e-004	1.0500e-003	6.9400
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5500e-003	1.6700e-003	0.0208	7.0000e-005	8.6600e-003	4.0000e-005	8.7000e-003	2.3000e-003	4.0000e-005	2.3400e-003	0.0000	6.4225	6.4225	1.5000e-004	1.7000e-004	6.4758
<b>Total</b>	<b>2.8300e-003</b>	<b>0.0194</b>	<b>0.0245</b>	<b>1.4000e-004</b>	<b>0.0106</b>	<b>1.8000e-004</b>	<b>0.0108</b>	<b>2.8300e-003</b>	<b>1.8000e-004</b>	<b>3.0000e-003</b>	<b>0.0000</b>	<b>13.0433</b>	<b>13.0433</b>	<b>4.0000e-004</b>	<b>1.2200e-003</b>	<b>13.4157</b>

**3.3 Site Preparation - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2949	0.0000	0.2949	0.1515	0.0000	0.1515	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0371	0.3785	0.2687	5.7000e-004		0.0163	0.0163		0.0150	0.0150	0.0000	50.2005	50.2005	0.0162	0.0000	50.6064
<b>Total</b>	<b>0.0371</b>	<b>0.3785</b>	<b>0.2687</b>	<b>5.7000e-004</b>	<b>0.2949</b>	<b>0.0163</b>	<b>0.3112</b>	<b>0.1515</b>	<b>0.0150</b>	<b>0.1665</b>	<b>0.0000</b>	<b>50.2005</b>	<b>50.2005</b>	<b>0.0162</b>	<b>0.0000</b>	<b>50.6064</b>



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Site Preparation - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	5.0000e-004	6.2300e-003	2.0000e-005	2.6000e-003	1.0000e-005	2.6100e-003	6.9000e-004	1.0000e-005	7.0000e-004	0.0000	1.9268	1.9268	5.0000e-005	5.0000e-005	1.9427
<b>Total</b>	<b>7.7000e-004</b>	<b>5.0000e-004</b>	<b>6.2300e-003</b>	<b>2.0000e-005</b>	<b>2.6000e-003</b>	<b>1.0000e-005</b>	<b>2.6100e-003</b>	<b>6.9000e-004</b>	<b>1.0000e-005</b>	<b>7.0000e-004</b>	<b>0.0000</b>	<b>1.9268</b>	<b>1.9268</b>	<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>1.9427</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1327	0.0000	0.1327	0.0682	0.0000	0.0682	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0371	0.3785	0.2687	5.7000e-004		0.0163	0.0163		0.0150	0.0150	0.0000	50.2004	50.2004	0.0162	0.0000	50.6063
<b>Total</b>	<b>0.0371</b>	<b>0.3785</b>	<b>0.2687</b>	<b>5.7000e-004</b>	<b>0.1327</b>	<b>0.0163</b>	<b>0.1490</b>	<b>0.0682</b>	<b>0.0150</b>	<b>0.0832</b>	<b>0.0000</b>	<b>50.2004</b>	<b>50.2004</b>	<b>0.0162</b>	<b>0.0000</b>	<b>50.6063</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Site Preparation - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	5.0000e-004	6.2300e-003	2.0000e-005	2.6000e-003	1.0000e-005	2.6100e-003	6.9000e-004	1.0000e-005	7.0000e-004	0.0000	1.9268	1.9268	5.0000e-005	5.0000e-005	1.9427
<b>Total</b>	<b>7.7000e-004</b>	<b>5.0000e-004</b>	<b>6.2300e-003</b>	<b>2.0000e-005</b>	<b>2.6000e-003</b>	<b>1.0000e-005</b>	<b>2.6100e-003</b>	<b>6.9000e-004</b>	<b>1.0000e-005</b>	<b>7.0000e-004</b>	<b>0.0000</b>	<b>1.9268</b>	<b>1.9268</b>	<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>1.9427</b>

**3.4 Grading - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2669	0.0000	0.2669	0.0926	0.0000	0.0926	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0358	0.3599	0.3417	7.0000e-004		0.0147	0.0147		0.0135	0.0135	0.0000	61.2641	61.2641	0.0198	0.0000	61.7594
<b>Total</b>	<b>0.0358</b>	<b>0.3599</b>	<b>0.3417</b>	<b>7.0000e-004</b>	<b>0.2669</b>	<b>0.0147</b>	<b>0.2815</b>	<b>0.0926</b>	<b>0.0135</b>	<b>0.1061</b>	<b>0.0000</b>	<b>61.2641</b>	<b>61.2641</b>	<b>0.0198</b>	<b>0.0000</b>	<b>61.7594</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0135	0.8411	0.1754	3.1600e-003	0.0907	6.7600e-003	0.0974	0.0249	6.4700e-003	0.0314	0.0000	313.5292	313.5292	0.0119	0.0497	328.6451
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-003	6.5000e-004	8.1400e-003	3.0000e-005	3.3900e-003	2.0000e-005	3.4100e-003	9.0000e-004	1.0000e-005	9.2000e-004	0.0000	2.5155	2.5155	6.0000e-005	6.0000e-005	2.5364
<b>Total</b>	<b>0.0145</b>	<b>0.8418</b>	<b>0.1836</b>	<b>3.1900e-003</b>	<b>0.0941</b>	<b>6.7800e-003</b>	<b>0.1008</b>	<b>0.0258</b>	<b>6.4800e-003</b>	<b>0.0323</b>	<b>0.0000</b>	<b>316.0447</b>	<b>316.0447</b>	<b>0.0120</b>	<b>0.0498</b>	<b>331.1815</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1201	0.0000	0.1201	0.0417	0.0000	0.0417	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0358	0.3599	0.3417	7.0000e-004		0.0147	0.0147		0.0135	0.0135	0.0000	61.2640	61.2640	0.0198	0.0000	61.7593
<b>Total</b>	<b>0.0358</b>	<b>0.3599</b>	<b>0.3417</b>	<b>7.0000e-004</b>	<b>0.1201</b>	<b>0.0147</b>	<b>0.1347</b>	<b>0.0417</b>	<b>0.0135</b>	<b>0.0552</b>	<b>0.0000</b>	<b>61.2640</b>	<b>61.2640</b>	<b>0.0198</b>	<b>0.0000</b>	<b>61.7593</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2025**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0135	0.8411	0.1754	3.1600e-003	0.0907	6.7600e-003	0.0974	0.0249	6.4700e-003	0.0314	0.0000	313.5292	313.5292	0.0119	0.0497	328.6451
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-003	6.5000e-004	8.1400e-003	3.0000e-005	3.3900e-003	2.0000e-005	3.4100e-003	9.0000e-004	1.0000e-005	9.2000e-004	0.0000	2.5155	2.5155	6.0000e-005	6.0000e-005	2.5364
<b>Total</b>	<b>0.0145</b>	<b>0.8418</b>	<b>0.1836</b>	<b>3.1900e-003</b>	<b>0.0941</b>	<b>6.7800e-003</b>	<b>0.1008</b>	<b>0.0258</b>	<b>6.4800e-003</b>	<b>0.0323</b>	<b>0.0000</b>	<b>316.0447</b>	<b>316.0447</b>	<b>0.0120</b>	<b>0.0498</b>	<b>331.1815</b>

**3.4 Grading - 2026**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5258	0.0000	0.5258	0.2350	0.0000	0.2350	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1013	1.0184	0.9669	1.9700e-003		0.0415	0.0415		0.0382	0.0382	0.0000	173.3643	173.3643	0.0561	0.0000	174.7660
<b>Total</b>	<b>0.1013</b>	<b>1.0184</b>	<b>0.9669</b>	<b>1.9700e-003</b>	<b>0.5258</b>	<b>0.0415</b>	<b>0.5673</b>	<b>0.2350</b>	<b>0.0382</b>	<b>0.2731</b>	<b>0.0000</b>	<b>173.3643</b>	<b>173.3643</b>	<b>0.0561</b>	<b>0.0000</b>	<b>174.7660</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0371	2.3013	0.5018	8.7400e-003	0.2566	0.0186	0.2753	0.0705	0.0178	0.0884	0.0000	868.3077	868.3077	0.0345	0.1378	910.2245
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6900e-003	1.6800e-003	0.0217	7.0000e-005	9.6000e-003	4.0000e-005	9.6400e-003	2.5500e-003	4.0000e-005	2.5900e-003	0.0000	6.9579	6.9579	1.6000e-004	1.7000e-004	7.0134
<b>Total</b>	<b>0.0398</b>	<b>2.3030</b>	<b>0.5235</b>	<b>8.8100e-003</b>	<b>0.2662</b>	<b>0.0187</b>	<b>0.2849</b>	<b>0.0731</b>	<b>0.0179</b>	<b>0.0909</b>	<b>0.0000</b>	<b>875.2655</b>	<b>875.2655</b>	<b>0.0347</b>	<b>0.1379</b>	<b>917.2379</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2366	0.0000	0.2366	0.1057	0.0000	0.1057	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1013	1.0184	0.9669	1.9700e-003		0.0415	0.0415		0.0382	0.0382	0.0000	173.3641	173.3641	0.0561	0.0000	174.7658
<b>Total</b>	<b>0.1013</b>	<b>1.0184</b>	<b>0.9669</b>	<b>1.9700e-003</b>	<b>0.2366</b>	<b>0.0415</b>	<b>0.2781</b>	<b>0.1057</b>	<b>0.0382</b>	<b>0.1439</b>	<b>0.0000</b>	<b>173.3641</b>	<b>173.3641</b>	<b>0.0561</b>	<b>0.0000</b>	<b>174.7658</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2026**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0371	2.3013	0.5018	8.7400e-003	0.2566	0.0186	0.2753	0.0705	0.0178	0.0884	0.0000	868.3077	868.3077	0.0345	0.1378	910.2245
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6900e-003	1.6800e-003	0.0217	7.0000e-005	9.6000e-003	4.0000e-005	9.6400e-003	2.5500e-003	4.0000e-005	2.5900e-003	0.0000	6.9579	6.9579	1.6000e-004	1.7000e-004	7.0134
<b>Total</b>	<b>0.0398</b>	<b>2.3030</b>	<b>0.5235</b>	<b>8.8100e-003</b>	<b>0.2662</b>	<b>0.0187</b>	<b>0.2849</b>	<b>0.0731</b>	<b>0.0179</b>	<b>0.0909</b>	<b>0.0000</b>	<b>875.2655</b>	<b>875.2655</b>	<b>0.0347</b>	<b>0.1379</b>	<b>917.2379</b>

**3.5 Paving - 2026**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0586	0.5492	0.9330	1.4600e-003		0.0268	0.0268		0.0246	0.0246	0.0000	128.1232	128.1232	0.0414	0.0000	129.1592
Paving	3.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0623</b>	<b>0.5492</b>	<b>0.9330</b>	<b>1.4600e-003</b>		<b>0.0268</b>	<b>0.0268</b>		<b>0.0246</b>	<b>0.0246</b>	<b>0.0000</b>	<b>128.1232</b>	<b>128.1232</b>	<b>0.0414</b>	<b>0.0000</b>	<b>129.1592</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5900e-003	1.6200e-003	0.0209	7.0000e-005	9.2400e-003	4.0000e-005	9.2800e-003	2.4600e-003	4.0000e-005	2.4900e-003	0.0000	6.6963	6.6963	1.5000e-004	1.7000e-004	6.7497
<b>Total</b>	<b>2.5900e-003</b>	<b>1.6200e-003</b>	<b>0.0209</b>	<b>7.0000e-005</b>	<b>9.2400e-003</b>	<b>4.0000e-005</b>	<b>9.2800e-003</b>	<b>2.4600e-003</b>	<b>4.0000e-005</b>	<b>2.4900e-003</b>	<b>0.0000</b>	<b>6.6963</b>	<b>6.6963</b>	<b>1.5000e-004</b>	<b>1.7000e-004</b>	<b>6.7497</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0586	0.5492	0.9330	1.4600e-003		0.0268	0.0268		0.0246	0.0246	0.0000	128.1231	128.1231	0.0414	0.0000	129.1590
Paving	3.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0623</b>	<b>0.5492</b>	<b>0.9330</b>	<b>1.4600e-003</b>		<b>0.0268</b>	<b>0.0268</b>		<b>0.0246</b>	<b>0.0246</b>	<b>0.0000</b>	<b>128.1231</b>	<b>128.1231</b>	<b>0.0414</b>	<b>0.0000</b>	<b>129.1590</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5900e-003	1.6200e-003	0.0209	7.0000e-005	9.2400e-003	4.0000e-005	9.2800e-003	2.4600e-003	4.0000e-005	2.4900e-003	0.0000	6.6963	6.6963	1.5000e-004	1.7000e-004	6.7497
<b>Total</b>	<b>2.5900e-003</b>	<b>1.6200e-003</b>	<b>0.0209</b>	<b>7.0000e-005</b>	<b>9.2400e-003</b>	<b>4.0000e-005</b>	<b>9.2800e-003</b>	<b>2.4600e-003</b>	<b>4.0000e-005</b>	<b>2.4900e-003</b>	<b>0.0000</b>	<b>6.6963</b>	<b>6.6963</b>	<b>1.5000e-004</b>	<b>1.7000e-004</b>	<b>6.7497</b>

**3.5 Paving - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2513	261.2513	0.0845	0.0000	263.3636
Paving	7.6000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1270</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2513</b>	<b>261.2513</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3636</b>



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0200e-003	3.0100e-003	0.0403	1.4000e-004	0.0189	8.0000e-005	0.0189	5.0100e-003	7.0000e-005	5.0800e-003	0.0000	13.3614	13.3614	2.8000e-004	3.2000e-004	13.4643
<b>Total</b>	<b>5.0200e-003</b>	<b>3.0100e-003</b>	<b>0.0403</b>	<b>1.4000e-004</b>	<b>0.0189</b>	<b>8.0000e-005</b>	<b>0.0189</b>	<b>5.0100e-003</b>	<b>7.0000e-005</b>	<b>5.0800e-003</b>	<b>0.0000</b>	<b>13.3614</b>	<b>13.3614</b>	<b>2.8000e-004</b>	<b>3.2000e-004</b>	<b>13.4643</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1194	1.1199	1.9024	2.9800e-003		0.0546	0.0546		0.0503	0.0503	0.0000	261.2510	261.2510	0.0845	0.0000	263.3633
Paving	7.6000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1270</b>	<b>1.1199</b>	<b>1.9024</b>	<b>2.9800e-003</b>		<b>0.0546</b>	<b>0.0546</b>		<b>0.0503</b>	<b>0.0503</b>	<b>0.0000</b>	<b>261.2510</b>	<b>261.2510</b>	<b>0.0845</b>	<b>0.0000</b>	<b>263.3633</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0200e-003	3.0100e-003	0.0403	1.4000e-004	0.0189	8.0000e-005	0.0189	5.0100e-003	7.0000e-005	5.0800e-003	0.0000	13.3614	13.3614	2.8000e-004	3.2000e-004	13.4643
<b>Total</b>	<b>5.0200e-003</b>	<b>3.0100e-003</b>	<b>0.0403</b>	<b>1.4000e-004</b>	<b>0.0189</b>	<b>8.0000e-005</b>	<b>0.0189</b>	<b>5.0100e-003</b>	<b>7.0000e-005</b>	<b>5.0800e-003</b>	<b>0.0000</b>	<b>13.3614</b>	<b>13.3614</b>	<b>2.8000e-004</b>	<b>3.2000e-004</b>	<b>13.4643</b>

**3.5 Paving - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0279	0.2617	0.4446	7.0000e-004		0.0128	0.0128		0.0117	0.0117	0.0000	61.0587	61.0587	0.0198	0.0000	61.5524
Paving	1.7800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0297</b>	<b>0.2617</b>	<b>0.4446</b>	<b>7.0000e-004</b>		<b>0.0128</b>	<b>0.0128</b>		<b>0.0117</b>	<b>0.0117</b>	<b>0.0000</b>	<b>61.0587</b>	<b>61.0587</b>	<b>0.0198</b>	<b>0.0000</b>	<b>61.5524</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2028**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1100e-003	6.5000e-004	8.9900e-003	3.0000e-005	4.4000e-003	2.0000e-005	4.4200e-003	1.1700e-003	2.0000e-005	1.1900e-003	0.0000	3.0609	3.0609	6.0000e-005	7.0000e-005	3.0837
<b>Total</b>	<b>1.1100e-003</b>	<b>6.5000e-004</b>	<b>8.9900e-003</b>	<b>3.0000e-005</b>	<b>4.4000e-003</b>	<b>2.0000e-005</b>	<b>4.4200e-003</b>	<b>1.1700e-003</b>	<b>2.0000e-005</b>	<b>1.1900e-003</b>	<b>0.0000</b>	<b>3.0609</b>	<b>3.0609</b>	<b>6.0000e-005</b>	<b>7.0000e-005</b>	<b>3.0837</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0279	0.2617	0.4446	7.0000e-004		0.0128	0.0128		0.0117	0.0117	0.0000	61.0587	61.0587	0.0198	0.0000	61.5524
Paving	1.7800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0297</b>	<b>0.2617</b>	<b>0.4446</b>	<b>7.0000e-004</b>		<b>0.0128</b>	<b>0.0128</b>		<b>0.0117</b>	<b>0.0117</b>	<b>0.0000</b>	<b>61.0587</b>	<b>61.0587</b>	<b>0.0198</b>	<b>0.0000</b>	<b>61.5524</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2028**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1100e-003	6.5000e-004	8.9900e-003	3.0000e-005	4.4000e-003	2.0000e-005	4.4200e-003	1.1700e-003	2.0000e-005	1.1900e-003	0.0000	3.0609	3.0609	6.0000e-005	7.0000e-005	3.0837
<b>Total</b>	<b>1.1100e-003</b>	<b>6.5000e-004</b>	<b>8.9900e-003</b>	<b>3.0000e-005</b>	<b>4.4000e-003</b>	<b>2.0000e-005</b>	<b>4.4200e-003</b>	<b>1.1700e-003</b>	<b>2.0000e-005</b>	<b>1.1900e-003</b>	<b>0.0000</b>	<b>3.0609</b>	<b>3.0609</b>	<b>6.0000e-005</b>	<b>7.0000e-005</b>	<b>3.0837</b>

**3.6 Architectural Coating - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2214					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8400e-003	0.0258	0.0407	7.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	5.7448	5.7448	3.1000e-004	0.0000	5.7527
<b>Total</b>	<b>0.2252</b>	<b>0.0258</b>	<b>0.0407</b>	<b>7.0000e-005</b>		<b>1.1600e-003</b>	<b>1.1600e-003</b>		<b>1.1600e-003</b>	<b>1.1600e-003</b>	<b>0.0000</b>	<b>5.7448</b>	<b>5.7448</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>5.7527</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	4.8000e-004	6.4900e-003	2.0000e-005	3.0300e-003	1.0000e-005	3.0400e-003	8.1000e-004	1.0000e-005	8.2000e-004	0.0000	2.1501	2.1501	5.0000e-005	5.0000e-005	2.1667
<b>Total</b>	<b>8.1000e-004</b>	<b>4.8000e-004</b>	<b>6.4900e-003</b>	<b>2.0000e-005</b>	<b>3.0300e-003</b>	<b>1.0000e-005</b>	<b>3.0400e-003</b>	<b>8.1000e-004</b>	<b>1.0000e-005</b>	<b>8.2000e-004</b>	<b>0.0000</b>	<b>2.1501</b>	<b>2.1501</b>	<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>2.1667</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2214					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8400e-003	0.0258	0.0407	7.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	5.7448	5.7448	3.1000e-004	0.0000	5.7527
<b>Total</b>	<b>0.2252</b>	<b>0.0258</b>	<b>0.0407</b>	<b>7.0000e-005</b>		<b>1.1600e-003</b>	<b>1.1600e-003</b>		<b>1.1600e-003</b>	<b>1.1600e-003</b>	<b>0.0000</b>	<b>5.7448</b>	<b>5.7448</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>5.7527</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	4.8000e-004	6.4900e-003	2.0000e-005	3.0300e-003	1.0000e-005	3.0400e-003	8.1000e-004	1.0000e-005	8.2000e-004	0.0000	2.1501	2.1501	5.0000e-005	5.0000e-005	2.1667
<b>Total</b>	<b>8.1000e-004</b>	<b>4.8000e-004</b>	<b>6.4900e-003</b>	<b>2.0000e-005</b>	<b>3.0300e-003</b>	<b>1.0000e-005</b>	<b>3.0400e-003</b>	<b>8.1000e-004</b>	<b>1.0000e-005</b>	<b>8.2000e-004</b>	<b>0.0000</b>	<b>2.1501</b>	<b>2.1501</b>	<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>2.1667</b>

**3.6 Architectural Coating - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3689					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
<b>Total</b>	<b>0.3753</b>	<b>0.0430</b>	<b>0.0678</b>	<b>1.1000e-004</b>		<b>1.9300e-003</b>	<b>1.9300e-003</b>		<b>1.9300e-003</b>	<b>1.9300e-003</b>	<b>0.0000</b>	<b>9.5747</b>	<b>9.5747</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>9.5878</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2028**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2800e-003	7.4000e-004	0.0103	4.0000e-005	5.0500e-003	2.0000e-005	5.0700e-003	1.3400e-003	2.0000e-005	1.3600e-003	0.0000	3.5125	3.5125	7.0000e-005	8.0000e-005	3.5387
<b>Total</b>	<b>1.2800e-003</b>	<b>7.4000e-004</b>	<b>0.0103</b>	<b>4.0000e-005</b>	<b>5.0500e-003</b>	<b>2.0000e-005</b>	<b>5.0700e-003</b>	<b>1.3400e-003</b>	<b>2.0000e-005</b>	<b>1.3600e-003</b>	<b>0.0000</b>	<b>3.5125</b>	<b>3.5125</b>	<b>7.0000e-005</b>	<b>8.0000e-005</b>	<b>3.5387</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3689					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4100e-003	0.0430	0.0678	1.1000e-004		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	9.5747	9.5747	5.2000e-004	0.0000	9.5878
<b>Total</b>	<b>0.3753</b>	<b>0.0430</b>	<b>0.0678</b>	<b>1.1000e-004</b>		<b>1.9300e-003</b>	<b>1.9300e-003</b>		<b>1.9300e-003</b>	<b>1.9300e-003</b>	<b>0.0000</b>	<b>9.5747</b>	<b>9.5747</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>9.5878</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2028**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2800e-003	7.4000e-004	0.0103	4.0000e-005	5.0500e-003	2.0000e-005	5.0700e-003	1.3400e-003	2.0000e-005	1.3600e-003	0.0000	3.5125	3.5125	7.0000e-005	8.0000e-005	3.5387
<b>Total</b>	<b>1.2800e-003</b>	<b>7.4000e-004</b>	<b>0.0103</b>	<b>4.0000e-005</b>	<b>5.0500e-003</b>	<b>2.0000e-005</b>	<b>5.0700e-003</b>	<b>1.3400e-003</b>	<b>2.0000e-005</b>	<b>1.3600e-003</b>	<b>0.0000</b>	<b>3.5125</b>	<b>3.5125</b>	<b>7.0000e-005</b>	<b>8.0000e-005</b>	<b>3.5387</b>



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	13.00	5.00	5.00	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.502926	0.057913	0.201381	0.142041	0.033535	0.008550	0.008361	0.005979	0.000919	0.000356	0.031380	0.000886	0.005774





U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0703	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5600e-003	5.5600e-003	1.0000e-005	0.0000	5.9200e-003
Unmitigated	0.0703	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5600e-003	5.5600e-003	1.0000e-005	0.0000	5.9200e-003

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0590					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0110					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.6000e-004	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5600e-003	5.5600e-003	1.0000e-005	0.0000	5.9200e-003
<b>Total</b>	<b>0.0703</b>	<b>3.0000e-005</b>	<b>2.8500e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.5600e-003</b>	<b>5.5600e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.9200e-003</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0590					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0110					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.6000e-004	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5600e-003	5.5600e-003	1.0000e-005	0.0000	5.9200e-003
<b>Total</b>	<b>0.0703</b>	<b>3.0000e-005</b>	<b>2.8500e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.5600e-003</b>	<b>5.5600e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>5.9200e-003</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**7.2 Water by Land Use**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000



U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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U.S. 101 and Prado Road Interchange Connection - San Luis Obispo County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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