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Analysis Methodology

I. MOBILE SOURCE ANALYSES

This appendix provides technical backup documentation for the mobile source air quality analyses. Included are modeling methodologies, sample emission calculations, sample dispersion model input and output files (both CAL3QHCR and ISC), summary tables, and geometric configurations for all pollutants analyzed. Backup for the following analyses is provided:

- Lincoln Tunnel Exit Portals analysis;
- Lincoln Tunnel Ventilation Buildings analysis;
- Proposed Parking Facilities analysis;
- Convention Center Marshalling Area analysis; and
- Microscale Intersection Analysis.

LINCOLN TUNNEL EXIT PORTALS ANALYSIS

METHODOLOGY

OVERVIEW

CO, PM_{10}, and $PM_{2.5}$ concentrations were estimated for sensitive land uses located near the Lincoln Tunnel's exit portals in Manhattan using a methodology specifically developed for this type of emission source based on wind tunnel tests (primarily the Central Artery/Tunnel Project in Boston), and procedures that have been accepted by regulatory agencies in the U.S. and elsewhere. In New York City, this approach was applied to air quality analysis used in EISs for New York State Department of Transportation's Route 9A Relocation Project (between West 57th Street and West 72nd Street).

The following tubes of the Lincoln Tunnel were considered for this analysis -- the south tube portal, which is exclusively an exit portal; the north tube portal, which is exclusively an entrance portal; and the center tube portal, which alternates between an exit, entrance, and a mixed use (i.e., one lane in each direction) portal, depending on the time period. Emissions from each of the exit portals were estimated. Pollutant levels for each of the receptor locations were assumed to comprise the following components:

- Hour-by-hour emissions (over a 24-hour period) exhausted out of the tunnel portals;
- Hour-by hour emissions released from the vehicles traveling on tunnel ramps downstream of the exit portals or approaching the entrance portals;
- Emissions released from street traffic near the 39th Street/Tenth Avenue intersection; and
- Background levels appropriate for the study area.

The total pollutant levels estimated for the nearby receptors from all of these sources combined were compared with the appropriate air quality standards. The methodology that was used to estimate the potential impacts from the tunnel portals is discussed separately.

RELEASES FROM TUNNEL PORTALS

The approach that was used for the analysis of tunnel-portal releases is based on the assumption that the jet of air exiting the tunnel portal maintains its integrity for a finite distance along the roadway after exiting the portal. This assumption is based on observations made by researchers that show that air emitted from a vehicular-tunnel portal forms a plume that is both pushed out of the tunnel by vehicles prior to their exiting the tunnel (and, if applicable, mechanical ventilation systems) and

dragged out of the portal by these same vehicles as they move downstream of the portal. Also, the stream of moving cars exiting a tunnel portal creates a continuous source of momentum that maintains a jet of air with a finite length, width, and height, and the individual cars in the stream create a turbulence that mixes the air uniformly within this region.

Although there is no methodology currently available for mathematically estimating the configuration of the jet or its concentration gradients, there are several factors that were used to estimate its size and shape. These include the speed of the vehicles passing through the tunnel, atmospheric wind speed and direction, the topography of the area immediately surrounding the tunnel portal, the type of the portal (i.e., whether it is one-way or two-way), the geometry of the portal (i.e., its height and physical configuration, and the type of ventilation used in the tunnel (i.e., natural or mechanical and, if mechanical, either longitudinal or transverse). In general, higher tunnel exhaust velocity (either from a naturally or mechanically ventilated tunnel) and lower atmospheric wind speed in the direction opposite the traffic flow would result in a longer length of the jet. In addition, faster speed of the vehicles exiting the portals would result in a higher tunnel exhaust velocity.

On the basis of wind tunnel studies conducted for similar roadway types, a scenario that divides the overall jet into separate finite regions, with each region having its own unique (and uniform) set of emission rates, was developed for this analysis. The portal jet properties that were assumed for estimating the impacts on the Proposed Action development were based on the following assumptions:

- Each tunnel exit portal has two lanes of traffic.
- The depressed roadways sections are 40 feet below ground level.
- The jets from the outbound portals are located in depressed sections of roadway downstream of the exit portals along the downstream traffic lanes. The width of each jet is the width of each existing roadway.
- The height of the jets is 12 feet. This value is based on the turbulence created by the high percentage of buses and trucks exiting the portals, and the geometrical configuration of the areas downstream of the portals.
- The length of each jet was estimated based on hourly vehicular speeds and portal release exit flow rates, and the geometrical alignment of the portal area.
- Based on a review of wind tunnel studies, it was assumed that the total emissions released through the tunnel portals would be dispersed into the atmosphere via three jet sections of equal length. The distribution of emissions within them is based on the results of wind tunnel studies for similar tunnel portals and is dependant on the hourly vehicular speeds of the exiting vehicles.

SENSITIVE RECEPTORS

Worst-case pollutant levels were estimated for the sensitive receptors that were considered in the microscale analysis for the intersection of West 39th Street/40th Streets and Tenth Avenue. Additional receptors were placed at the residential buildings and at sidewalks along West 38th and 39th Streets, at the CEQR-required distances from the intersections (Figure T1-1).

Following NYCDEP's "Interim Guidance for $PM_{2.5}$," concentrations estimated at mid-sidewalk receptors were considered for comparison with the 24-hour impact thresholds, and neighborhood receptors, which are located 15 meters from the edge of the roadways (Figure T1-2), were considered for comparison with the annual impact thresholds.

TRAFFIC DATA

The same traffic data used for the Lincoln Tunnel Ventilation Building analysis were used for this portal analysis. Hourly traffic volumes on the Lincoln Tunnel ramps were based on the field data and actual operations of the tunnel (i.e., ramp assignments and directions during peak and off-peak periods over the 24-hour period). (See traffic volumes in Tables T1-3 for the Existing Condition, T1-11 (2010), T1-26 (2025) for the Future Conditions With the Proposed Action and T1-17 (2010), T1-32 (2025) for the Future Conditions Without the Proposed Action.) Vehicle mixes were based on the field counts. The vehicle classifications used in the analyses are presented in Tables T1-4, T1-13, T1-27, T1-18, T1-33 for the 2003, 2010 and 2025 Existing, Future With and Without the Proposed Action scenarios. Vehicular speeds were based on the actual field measurements. The vehicular speeds are presented in Tables T1-5, T1-13, T1-28, T1-19, and T1-34 for the relevant scenarios.

VEHICULAR EMISSIONS

The same methodology and assumptions used in the mobile source intersection analysis (including the use of MOBILE 6.2.03) was used to estimate vehicular emission rates. Values for expressways were applied. Emissions factors for CO are presented in Tables T1-1 (2003), T1-8 (2010), and T1-23 (2025). PM_{10} emission factors are presented in Tables T1-2, T1-9, and T1-24 for the relevant years. PM_{10} tunnel paved dust was estimated using the AP-42 approach based on the in-tunnel measurements conducted for the Central Artery/Tunnel project. The $PM_{2.5}$ emission factors used in the analysis are in Tables T1-10 and T1-25.

PORTAL EMISSIONS

Hour-by-hour portal emissions were estimated based on the total emissions produced in the tunnel and the piston action of the cars moving in the tunnel's exit tubes. The higher speeds of the vehicles in the exit stream would produce the higher piston action and higher emissions out of the tunnel exit portals (and lower emissions released through the tunnel exhaust stacks). These values were estimated by the project's mechanical ventilation engineers based on the anticipated operation of the tunnel's ventilation system under each hourly set of traffic conditions.

RAMP EMISSIONS

Hour-by-hour vehicle ramp emissions were estimated by using the vehicular emissions exhausted by vehicles moving along the open ramps outside the tunnel portals and hour-by-hour portal exhaust emissions added to the ramp emissions at the areas directly adjacent to the exit portals. CO emissions at each analyzed scenario are presented in Tables T1-6, T1-14, T1-20, T1-29, and T1-35. PM_{10} emissions are presented in Tables T1-7, T1-15, T1-21, T1-30, and T1-36. $PM_{2.5}$ emissions are presented in Tables T1-16, T1-22, T1-31, and T1-37.

DISPERSION ANALYSIS

The ISC3 model was used to estimate pollutant concentrations, as follows:

- The portal jet emissions were modeled as a string of volume sources as described above in the *Methodology* section;
- Emissions from the traffic on ramps downstream of or approaching the portals were also modeled as a string of volume sources with uniform emission rates;
- Jet emissions were added to ramp emissions where appropriate (depending on the length of the jet) to obtain total emission rates for each of these volume sources; and

- The width of each volume source within each string of sources was made the width of each roadway, and the heights of the volume sources were assumed to be the same as the portal jet heights.

TOTAL CONCENTRATIONS NEAR TUNNEL PORTALS

The total CO, PM_{10}, and $PM_{2.5}$ concentrations for each receptor location were estimated by adding the impacts of the portal and ramp emissions to the impacts estimated from the local street traffic (from the mobile source intersection analysis), where applicable, with the appropriate background values. This approach is conservative, because the maximum contributions from the portals and ramps and the intersection traffic were combined without regard to the wind angles (or other meteorological factors) that caused these conditions.

RESULTS

The results of this analysis are as follows:

- The highest estimated CO concentration would not exceed the 8-hour NAAQS (Table T1-38).
- The highest estimated 24-hour PM_{10} concentration would not exceed the 24-hour NAAQS (Table T1-39).
- The highest cumulative annual PM_{10} concentrations (i.e., impacts from the portals, ramps, and West 39th Street and Tenth Avenue street traffic) would not exceed the annual NAAQS at the intersection receptors considered in the microscale mobile source analysis (Table T1-40).
- The differences in $PM_{2.5}$ concentrations between Future Conditions with the Proposed Action and Future Conditions without the Proposed Action are within NYCDEP STVs for both 24 hours and annual time periods (Tables T1-41 and T1-42).

LINCOLN TUNNEL VENTILATION BUILDING ANALYSIS

METHODOLOGY

Increased traffic through the Lincoln Tunnel due to the Proposed Action would cause an increase in emissions from the ventilation buildings serving the tunnel. Emissions released through the Lincoln Tunnel Ventilation Buildings in Manhattan were analyzed to determine the potential impacts of these emissions on nearby sensitive land uses. The purpose of the analyses was to estimate the anticipated impacts that would result from the Proposed Action. The potential impacts of these ventilation buildings (VBs) emissions on the projected developments associated with the Proposed Action were also considered.

SENSITIVE RECEPTORS

Following the EPA guidelines, sensitive receptors were placed at locations where the general public would likely have access. Receptors were also placed at-grade at locations surrounding the ventilation buildings, at operable windows of existing and proposed residential buildings, and at the walkway in the roof garden on the roof of the Jacob Javits Convention Center. Developments that are anticipated in each future analysis year were considered. (See Figure T2-1 for the year 2010 receptor locations and Figure T2-2 for the 2025 receptor locations.)

TRAFFIC DATA

Traffic conditions in each tube of the Lincoln Tunnel were estimated. Generally, 24 hour-by-hour traffic volumes were developed based on the field data collected for this project. Actual assignments

for the peak hours were used for estimating the peak hour conditions, and these values were extrapolated to the off-peak hours based on the 24-hour trip generation and tunnel operations. Speeds were based on field measurements.

VEHICULAR EMISSIONS

Emission factors were estimated using Mobile 6.2.03. and the same parameters as those used in the microscale mobile source analysis. Emission values for expressways were used. CO, PM_{10}, and $PM_{2.5}$ emissions were estimated.

EMISSIONS THROUGH EXHAUST STACKS

Hourly emission rates and exit velocities of each of the three ventilation buildings were estimated based on estimated traffic conditions, vehicular emissions, and the design parameters of the Lincoln Tunnel ventilation system. Tables T2-1, T2-4, T2-9, and T2-14 present CO, PM_{10}, and $PM_{2.5}$ (With and Without the Proposed Action) emissions estimated for the year 2010. Emissions for the year 2025 are in Tables T2-23, T2-26, T2-31, and T2-36.

DISPERSION ANALYSIS

A detailed modeling was performed using the Industrial Source Complex Short Term (ISC3) dispersion model developed by the EPA (version 02035) and described in *User's Guide for the Industrial Source Complex (ISC3) Dispersion Models* (EPA-454/B-95-003a). The basis of the ISC3 model, which can be used to estimate the combined impacts from multiple emissions sources, is the straight-line, steady state Gaussian plume equation. The model can be used to estimate impacts from simple point source emissions from stacks, emissions from stacks that experience the effects of aerodynamic downwash due to nearby buildings, isolated vents, multiple vents, storage piles, conveyor belts, and the like. The volume and area source options can also used to simulate emissions from roadways as line sources.

The ventilation building stacks were modeled for their actual locations with actual parameters (dimensions, exit velocities, hourly emission rates). Impacts were estimated assuming stack tip downwash, buoyancy-induced dispersion, gradual plume rise, urban dispersion coefficients and wind profile exponents, no collapsing of stable stability classes, with and without building downwash, and the elimination of calms. Five years of the most recent actual LaGuardia Airport hourly meteorological observations were used.

Two sets of analyses were conducted. The first was a direct plume analysis that assumed that the exhaust plume would directly impact each receptor without regard to building downwash. The second set included these effects.

RESULTS

The results of the analysis for each receptor modeled are presented as follows:

- CO: Tables T2-2, T2-3, T2-24, and T2-25;
- PM_{10}: Tables T2-5 through T2-8, and T2-27 through T2-30;
- $PM_{2.5}$: Tables T2-10 through T2-13, T2-15 through T2-21, T2-32 through T2-35, and T2-37 through T2-44.

The tables include results of the analyses with and without downwash effects. The one-by-one kilometer receptor grid was used for the annual $PM_{2.5}$ analysis as required in the interim New York City Department of Environmental Protection (NYCDEP) guidance (Figure T2-3).

The summary of the highest values predicted with and without downwash effects is provided in Tables T2-45 through T2-47.

The result of this analysis is that the NAAQS would not be exceeded at any nearby sensitive land use.

PARKING FACILITIES ANALYSIS

Pollutant concentrations could be affected near the new parking facilities that would be associated with the Proposed Action. Table T3-1 presents the parking facilities associated with the Proposed Action and their capacities as used in the current analysis. To estimate the potential impacts from the emissions of these facilities, three proposed underground, multilevel parking garages were selected for detailed analysis. The largest facility is a 1,117-space parking garage that would be located at West 33rd Street and Tenth Avenue; the other two facilities would be located near the Midblock Park and Boulevard System (951 spaces with two entrances), and at West 35th Street and Tenth Avenue (914 spaces). The hour-by-hour volume of cars entering and leaving those three facilities is presented in Table T3-2.

Because the garages would be used almost exclusively by gasoline-powered automobiles and not diesel-fueled trucks, CO was the only pollutant considered for this analysis. PM_{10} and $PM_{2.5}$ concentrations would not be affected by these facilities.

CO emission rates for the analyzed facilities were estimated following the CEQR procedures for the mechanically ventilated enclosed garage (Table T3-3). Pollutant concentrations were estimated at the receptors located at 5 and 50 feet from the exhaust vents, which are located 12 feet above street level. Contributions from emissions generated by street traffic were added to these estimated concentrations (as specified in CEQR) to estimate the cumulative impacts of garage and street traffic emissions.

This analysis was conducted for the 2025 analysis year, when these facilities are anticipated to be in operation, for the PM peak period, when estimated garage emissions would be greatest because all of the exiting vehicles are considered to be operating in the higher-polluting, cold-start mode.

RESULTS

The maximum total 8-hour CO concentration (i.e., including background levels and street traffic contributions) estimated at the receptor sites considered for the three garage analyses is presented in Table T3-4. The impacts of garage emissions would be below the 8-hour CO NAAQS of 9.0 ppm at all sites.

QUILL BUS DEPOT, DSNY MAINTENANCE FACILITY AND NYPD TOW POUND FACILITY

- Concentrations of CO, PM_{10}, and $PM_{2.5}$ were estimated near the Quill Bus Depot, DSNY Maintenance facility and the NYPD Tow Pound following the modeling guidelines for mechanically ventilated, enclosed garages.
- CO pollutant concentrations were estimated following CEQR Guidelines at receptors located at 5 and 50 feet from the exhaust vents, located a minimum of 12 feet above street level.
- PM_{10} and $PM_{2.5}$ levels were estimated at sidewalk receptors along West 30th Street.
- Contributions from emissions generated by street traffic were added to these estimated concentrations to estimate the cumulative impacts of these garages and their corresponding street contribution.

The contributions of the emissions from these enclosed facilities were not however added to the concentrations estimated at the receptors considered as part of the mobile source analysis. This is because the potential affects of these emissions, due to the distances between these emissions sources and the mobile source analysis sites, are anticipated to be minimal.

This analysis was conducted for the 2010 analysis year, when these facilities are anticipated to be in operation, and for the 7 to 8 AM peak period, when these facilities estimated emissions would be the greatest. The traffic data used in the analysis was the following: ninety buses exit the Quill Bus Depot, 36 sanitation trucks and 4 automobiles exit the DSNY facility, and 8 tow trucks and 12 automobiles exit the Tow Pound.

RESULTS

The results of this analysis are presented in Tables T3-5 through T3-7 and are as follows:

- The maximum estimated CO concentrations are below the NAAQS of 9.0 ppm and project-generated impacts are below the levels that are considered to be significant.
- The maximum estimated PM_{10} levels are below the 24-hour and the annual NAAQS.
- The maximum project-generated impacts are below the CO *de minimis* levels and $PM_{2.5}$ STVs.

MARSHALLING YARDS ANALYSIS

The Marshalling Yards site is currently an open at-grade parking lot located between Eleventh and Twelfth Avenues and 34th and 33rd Streets that is used by trucks servicing the Convention Center. In the future, these yards would become, according to a proposed conceptual scheme, a two-level enclosed truck parking facility with a mechanical ventilation system that would take in the fresh air from the Eleventh Avenue side of the building and exhaust polluted air from the Twelfth Avenue (Route 9A) side. An analysis was conducted to estimate the potential air quality impacts of the proposed facility.

The following traffic assumptions were used in this analysis:

- The facility would be used only between the hours of 8 AM and 5 PM (when the trucks are currently allowed to load/unload by the Convention Center).
- The number of truck deliveries would vary, based on the percent deliveries provided in the Coliseum Redevelopment FSEIS, by hour in a bell-shaped curve distribution that would peak between 12 and 1 PM (Table T4-1).
- Trucks would idle in the yards for a full hour before being marshaled to the loading deck.
- The total number of deliveries to the Convention Center was conservatively estimated based on the largest recent show demand and the projected increase in demand due to projected expansion of the Convention Center. The current highest demand is 150 daily trucks; the projected daily truck demand is 300 trucks (with a peak of 44 trucks per hour).

EXISTING AND FUTURE WITHOUT THE PROPOSED ACTION ANALYSIS

The open at-grade parking lot, with 22 trucks idling, was modeled as an area source with receptors placed at the sidewalks along Route 9A. CO, PM_{10}, and $PM_{2.5}$ concentrations (Table T4-3 for emission rates) were estimated for the appropriate averaging periods using the actual meteorological data from LaGuardia Airport for the most recent five years.

These impacts were added to the impacts estimated for the receptors considered in the mobile source analysis for the intersection of West 34th Street and Route 9A and to the applicable background values. Existing and Future Without the Proposed Action conditions were considered, even though the number of trucks and configuration of the yards would be the same. The estimated concentrations for the Existing and the Future Without the Proposed Action scenarios are presented in Tables T4-4, T4-5, and T4-7. The resultant total concentrations would be below the appropriate NAAQS.

FUTURE WITH THE PROPOSED ACTION ANALYSIS

For estimating Future With the Proposed Action conditions, a dispersion modeling analysis of two exhaust vents of the enclosed yards was performed. The following procedures and assumptions were used:

- Peak emission rates were estimated based on truck emission rates and the proposed conceptual design parameters, which include recirculation of polluted air back into the yards;
- Hour-by-hour emission rates were developed based on the peak period delivery schedule (Table T4-2); and
- Annual emissions were conservatively estimated, assuming that these hourly emissions would be the same for every day of the year.
- Exhaust stack parameters are as suggested in the *CEQR Technical Manual* -- stack diameters are 0 meters and exit velocities are equal to 0.001 m/sec;
- The height of the exhaust ducts is 15 feet above grade, as proposed in the conceptual design of the Marshalling Yards ventilation plan;
- Downwash around the future building was included, using the EPA's PRIME algorithm;
- Receptors were placed on the sidewalks 5 feet from the exhausts at 6 feet above grade;
- Five years of LaGuardia Airport meteorological data were used in the analysis.

The impacts from the Marshalling Yards emissions were added to the Route 9A receptor impacts from the intersection analysis and to the background concentrations. The results of the analysis are presented in Tables T4-6 and T4-8. The total estimated concentrations would all be within the relevant NAAQS. In addition, the difference between the estimated Future With the Proposed Action and the Future Without the Proposed Action PM2.5 concentrations (Table T4-9) would be below the NYCDEP STV.

MICROSCALE INTERSECTION ANALYSIS METHODOLOGY

The mobile source air quality evaluation builds on the conservative traffic assumptions and conditions presented in Chapter 19, "Traffic and Parking." In addition, the FGEIS air quality analysis utilized the following two levels of analysis:

- A Tier I analysis -- this level of analysis is usually conducted for one or more peak traffic periods with the assumption that the peak traffic conditions will persist for each hour of the 8-hour, 24-hour, and annual time periods that correspond to the National Ambient Air Quality Standards (NAAQS) for each pollutant.
- A Tier II analysis -- this level of analysis uses traffic volumes, speeds, vehicular emissions, and signalization data for each hour of the peak 24-hour period (as opposed to the one-hour

requirement for the Tier I analysis). The results of the Tier II analysis demonstrate a more realistic prediction of likely pollutant concentrations.

The more detailed Tier II analysis was conducted for the Proposed Action at those analysis sites (see Table T-1) and for those pollutants where potential exceedances of either an air quality standard (i.e., PM_{10}) or significant impact threshold (i.e., $PM_{2.5}$) were identified in the DGEIS.

TABLE T-1
TIER LEVEL OF ANALYSES

Site Number	*Intersection*	*Tier Level of Analysis*
1	*Route 9A & West 57th Street*	*I*
2	*Route 9A & West 42nd Street*	*II*
3	*Route 9A & West 34th Street*	*II*
4	*Eleventh Avenue & West 37th Street*	*I*
5	*Eleventh Avenue & West 42nd Street*	*II*
6	*Eleventh Avenue & West 34th Street*	*II*
7	*Tenth Avenue & West 34th Street*	*II*
8	*Tenth Avenue & West 39th/West 40th Streets (Lincoln Tunnel access)*	*II*
9	*Herald Square (Broadway and West 34th Street)*	*II*
10	*Eighth Avenue & West 42nd Street*	*I*
11	*Second Avenue & East 36th Street (Queens Midtown Tunnel)*	*I*
12	*Route 9A & Canal Street*	*II*
13	*Tenth Avenue & West 42nd Street*	*II*
14	*Ninth Avenue & West 34th Street*	*II*

SITE SELECTION

A microscale modeling analysis was conducted that estimated CO, PM_{10}, and $PM_{2.5}$ levels near the heavily congested intersections in the study area that are anticipated to be affected by the Proposed Action. Three scenarios were analyzed: Existing Conditions (2003) and Future Conditions (2010 and 2025) With and Without the Proposed Action. In order to select these analysis sites, traffic volumes, the traffic levels of service, and traffic speeds at the major signalized intersections were evaluated for scenarios With and Without the Proposed Action. Analysis site selection was based on a screening analysis that was conducted using the *CEQR Technical Manual* screening threshold criteria to determine where the air quality levels would most greatly be affected by the Proposed Action. The screening used total traffic volumes at intersections, changes associated with speeds, and project-generated trips from the traffic analysis to make the final determination on the analysis sites for all pollutants of concern in the microscale intersection analysis. All signalized intersections in the study area were considered in the screening, as well as locations in the secondary study area near congested bridge and tunnel approaches. The intersection sites that were selected for analysis are shown in Table T5-1. The screening analysis for critical locations is presented in Tables T9-1 through T9-5.

RECEPTORS

The locations at which pollutant concentrations are estimated are known as "receptors." Following guidelines established by the EPA, receptors were located where the maximum concentration is likely to occur and where the general public is likely to have access. For this analysis, receptors were distributed along sidewalks near the intersection selected for analysis and surrounding each analysis

site. Figures TS-1 to TS-15 and Figures TS-15M-1 to TS-15M-15 display the locations of the receptors used in the microscale analysis.

TRAFFIC DATA

Traffic data for the air quality analysis were derived from traffic counts and other information developed as part of the traffic study analysis, using CEQR guidelines. Due to the different traffic patterns associated with the various components of the Proposed Action, the following analysis periods were considered—the AM, Midday, and PM peak periods, as well as a weekday evening peak period (8 to 9 PM) and a Sunday peak (4 to 5 PM) to account for traffic from the Multi-Use Facility, and an early morning period (7 to 8 AM) to account for the effect of traffic from the relocated Quill Bus Depot, DSNY Maintenance Garage and NYPD Tow Pound facilities on mobile source emissions. These are the periods when the maximum changes in pollutant concentrations are expected based on overall traffic volumes and anticipated changes in traffic patterns. These were the same periods selected for the traffic analysis.

In addition, at the ten analysis sites where potential exceedances of either an air quality standard or a significant impact threshold were identified in the DGEIS, traffic conditions were projected for each hour of a peak 24-hour period. The methodology to develop these projections involved the use of 24 hour-by-hour traffic counts and trip generation calculations for new land use components. Traffic assignments during the five peak hours analyzed for traffic (Weekday AM, Midday, and PM, and Weekday evening Special Event and Sunday afternoon Special Event) were used as a basis for the distribution of incremental traffic volumes in other time periods (see Section F.1.f). At each analyzed link, incremental vehicle trips (autos in, autos out, taxis in/out, and trucks in/out) for the peak hours were compared to the ratio of overall vehicle trip generation between the desired hour and the peak hour in order to project incremental vehicle trip generation for these vehicle classes. Traffic volumes for Future Conditions Without the Proposed Action were calculated by increasing the 24-hour existing traffic volume projections by a 0.5% annual background growth factor and adding incremental vehicle trips associated with No Action developments. Traffic volumes for Future Conditions With the Proposed Action were calculated by adding project-generated vehicle trips to the Future Conditions Without the Proposed Action.

The *2000 Highway Capacity Manual* and HCS 2000 software were used to develop the traffic data necessary for the air quality analysis. The vehicle classification was determined through field data collection. Existing vehicle speeds were obtained from field measurements for the area, and adjusted to estimate future free flow speeds.

VEHICLE CLASSIFICATION DATA

Vehicle classification data required to determine composite emission factors were based on traffic survey data for the following categories: light-duty gasoline vehicles (LDGVs), sport utility vehicles (SUVs), medallion taxis, light-duty trucks, heavy-duty trucks, and buses. Light-duty gasoline trucks were divided into four groups (LDGT1 LDGT2, LDGT3 and LDGT4) based on local registration data. Based upon current CEQR guidelines, SUVs were classified as light-duty gasoline trucks with 75 percent of emissions considered as LDGT1 and LDGT2, with the remaining 25 percent as LDGT3 and LDGT4. The split between LDGT1 and 2 and LDGT3 and 4 and heavy-duty gasoline vehicles (HDGVs) and heavy-duty diesel vehicles (HDDVs) was based on NYSDEC's 2003 registration data in MOBILE 6.2.03 for each appropriate analysis year. All buses were analyzed using urban transit bus emission factors.

VEHICULAR EMISSIONS

CO emission factors were estimated using the EPA MOBILE 6.2.03 mobile emission factor algorithm model released by the EPA on January 29, 2002. This version includes the effects of the new vehicle standards, and covers vehicle turnover. MOBILE 6.2.03 (the most current updated version), which includes emission factors for particulate matter, was released May 2004 and used in this analysis. Mobile 6.2.03 input data are presented in Tables T8-1 through T8-7.

The following assumptions were applied in using MOBILE 6.2.03:

- NYSDEC input files with engine operating start and distribution parameters and vehicle miles traveled (VMT) for New York County were used to estimate baseline conditions;
- 2003 New York State registration and diesel sales fraction data;
- For project-generated outbound light-duty vehicles, emission factors with 100 percent cold-start conditions were used;
- For project-generated inbound LDGVs, emission factors with 100 percent hot-stabilized conditions were used;
- 100 percent hot-stabilized LDGV emission factors were used for medallion taxis, with taxi registration and mileage data.
- SUVs were assumed to be LDGTs that have the same engine operating parameters as automobiles;
- An average winter temperature of 52.5 degrees Fahrenheit was used as approved by the DEP and NYSDEC.

CO emission factors are presented in Tables T6-1 and T6-2.

PM_{10} and $PM_{2.5}$ emission factors were estimated using EPA's MOBILE 6.2.03 emission model. Exhaust, brake, and tire wear emissions from moving vehicles were estimated for all vehicle types; idle emissions, however, were estimated only for heavy-duty diesel trucks and buses, because this information is estimated only for these vehicles (PM idle emissions from other vehicle types are considered negligible). Emissions of fugitive dust were estimated using the latest AP-42 equation (dated December 2003) for paved roads. This formula uses empirical data for fugitive dust and has recently been adjusted by the EPA to discount the contribution from exhaust and brake and tire wear emissions. Emissions from fugitive dust are dependent on vehicle weight and the surface silt loading. According to the latest DEP guidelines, the following silt loading factors were used:

- 0.10 for principal and minor arterials with more than 5,000 vpd
- 0.16 for collector roadways
- 0.4 for roadways with fewer than 5,000 vpd
- 0.015 for expressways.

An average vehicle fleet weight of 6,000 pounds was used for most on-street analyses. However, a Manhattan average fleet weight of 5,090 pounds (NYSDEC data as recommended by the DEP) was used to analyze roadways that do not carry a high percentage of heavy-duty trucks and buses.

The MOBILE 6.2.03 model provides urban bus emission factors based on NYSDEC's vehicle age distribution, various engine technologies and mileage accumulation data for the region. As part of its 2000-2004 Capital Program, the MTA began installing in 2000, Continuously Regenerating

Technology (CRT) particulate filters as an exhaust after-treatment device on more than 3,000 older diesel buses; the project is expect to be complete in 2005. The remainder of the diesel fleet has newer buses that are already equipped with diesel particulate filters. MTA has demonstrated that adding CRT along with using ultra-low sulfur fuel can reduce particulate emissions by more than 90 percent. MOBILE 6 bus emission estimates were used to determine 2003 PM_{10} levels. Since the MTA will fully implement the CRT technology on all buses by 2010, emissions reflect this program in 2010 and 2025.

PM_{10} and $PM_{2.5}$ emission factors are presented in Tables T6-3 through T6-6.

DISPERSION ANALYSIS

Mobile source dispersion models are the basic analytical tools used to estimate pollutant concentrations from the emissions generated by motor vehicles as expected under given conditions of traffic, roadway geometry, and meteorology. CAL3QHC Version 2 is a line-source dispersion model that predicts pollutant concentrations near congested intersections and heavily traveled roadways. CAL3QHC input variables include free flow and calculated idle emission factors, roadway geometries, traffic volumes, site characteristics, background pollutant concentrations, signal timing, and meteorological conditions. CAL3QHC predicts inert pollutant concentrations, averaged over a one-hour period near roadways. This model was used to predict concentrations at affected study area intersections.

CAL3QHCR geometric configuration data used for the CO, PM_{10} and $PM_{2.5}$ 24-hour analysis are shown in Figures TS-1 through TS-15 for each analysis site. Figures TS-15M-1 through TS-15M-15 display the CAL3QHCR geometric configurations used in the $PM_{2.5}$ annual analysis.

CAL3QHC predicts peak one-hour pollutant concentrations using assumed meteorology and peak-period traffic conditions. Different emission rates occur when vehicles are stopped (idling), accelerating, decelerating, and moving at different average speeds. CAL3QHC simplifies these different emission rates into the following two components:

- Emissions when vehicles are stopped (idling) during the red phase of a signalized intersection.
- Emissions when vehicles are in motion during the green phase of a signalized intersection.

CAL3QHCR, which is a refinement to CAL3QHC in that it uses actual meteorological data (as opposed to an assumed worst-case set of meteorological conditions), was used in lieu of CAL3QHC in all mobile source analyses. This more detailed level of analysis was applied because relatively high project-generated traffic volumes are added to highly congested intersections and overly conservative assumptions would not be sufficient to demonstrate compliance with the NAAQS. Five years of actual meteorological data from LaGuardia Airport (1998-2002) were used to estimate peak 1-hour and 8-hour CO concentrations, and peak 24-hour and annual average PM_{10} and $PM_{2.5}$ concentrations.

The analyses followed the EPA's Intersection Modeling Guidelines (EPA-454/R-92-005) for CO modeling methodology and receptor placement. All major roadway segments (links) within approximately 1,000 feet from each analysis site (i.e., congested intersection) were considered. A mixing height of 1,000 meters and a surface roughness factor of 321 centimeters were included in all calculations.

One of two possible levels of analysis was conducted to estimate pollutant concentrations near each analysis site under existing, Future Without the Proposed Action, and Future With the Proposed Action conditions, as follows:

- A Tier I analysis that used one or more peak traffic periods, with the assumption that the peak traffic conditions will persist for each hour of the 8-hour, 24-hour, and annual time periods that correspond to the NAAQS for each pollutant. Sample Tier 1 CAL3QHCR input data for CO, PM_{10} and $PM_{2.5}$ are presented in Tables T7-1 through T7-3 for analysis year 2025 and in Tables T7-4 through T7-6 for analysis year 2010.

- A Tier II analysis that used traffic volumes, speeds, vehicular emissions, and signalization data for each hour of the peak 24-hour period (as opposed to the one-hour requirement for a Tier I analysis). Sample Tier 2 CAL3QHCR input data for PM_{10} and $PM_{2.5}$ are presented in Tables T10-1 and T10-3 for analysis year 2010, and in Table T10-2 for analysis year 2025.

Tier II analyses result in more realistic predictions of likely pollutant concentrations than the results of a Tier I analysis, which are conservative estimates based on the assumption that peak period traffic conditions persist for the full analysis period. The more detailed Tier II analysis was conducted for those analysis sites and for those pollutants where potential exceedances of either an air quality standard or significant impact threshold were identified in the DGEIS.

The Tier II analysis combines diurnal traffic conditions with the hourly meteorological observations. Diurnal traffic conditions consist of the following parameters:

- 24 hourly baseline traffic volumes;
- 24 hourly project-generated traffic volumes from project uses;
- 24 hourly vehicular classification for every link analyzed;
- 24 hourly intersection operating parameters; and
- 24 hourly vehicular idle and moving emissions on every link.

For analysis sites where the roadway configuration varies by time period (e.g., a traffic lane is added during the peak periods), the configuration that resulted in the highest estimated Tier I pollutant concentrations was used for each hour of the 24-hour analysis period in the Tier II analysis.

The results for the Tier II analysis are presented in Tables T10-4 through T10-12 for PM10 and Tables T10-13 through T10-20 for PM2.5.

II. STATIONARY SOURCE ANALYSES

The Technical Memorandum presented on the following pages documents the stationary source air quality analysis performed to determine impacts associated with air toxic contaminants as a potential effect upon proposed mixed-use developments.

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Technical Memorandum

To:	NYCDCP
From:	Gary Comerford
Subject:	No. 7 Subway Extension-Hudson Yards Rezoning and Development Air Quality Analysis – Industrial Source Impacts, Back-up Data Summary
Date:	February 3, 2004
cc:	P. Liebowitz, H. Kearney

INTRODUCTION

An air quality analysis has been performed to determine impacts associated with air toxic contaminants. This Technical Memorandum has been prepared in order to outline the methodology used in the analysis. The primary source of air toxic contaminants is commercial and industrial facilities with processes that emit these compounds through stacks or ventilation exhausts. Because the site developments would be constructed in mixed-use neighborhoods that could include industrial processes, it is necessary to determine the air quality impacts of these industrial sources on the site developments of the Proposed Action. The primary issue with regard to air toxic contaminants is the potential for impacts on residential proposed developments.

Information regarding the release of air pollutants from existing combustion and industrial sources was requested from the NYCDEP and NYSDEC on March 27, 2003 and March 28, 2003, respectively. The data were received by AKRF from these agencies in an electronic format (by zip code for the NYCDEP data). Using the information provided, AKRF compiled a database of source locations, air emission rates and other pertinent data that were used to determine source impacts. The information was based on the most current air permit data available from the NYCDEP and NYSDEC. A comprehensive search was also performed to identify NYSDEC Title V permits and permits listed in the EPA Envirofacts database. In addition, a field survey was conducted on January 6 and 7, 2004 to identify potential sites missed by the database search.

AIR TOXICS CRITERIA

New York State has established guideline concentrations for an extensive list of air toxic contaminants. The air toxic compounds included in the New York State Department of Environmental Conservation (NYSDEC) Division of Air Resources DAR-1 guidance document (also known as "Air Guide-1") presents the allowable ambient concentration in micrograms per cubic meter for the one-hour and annual average time periods. These values are provided below in Table TA-1 for the compounds affecting residential projected developments.

TABLE TA-1: INDUSTRIAL SOURCE AIR QUALITY ANALYSIS NYSDEC AIR GUIDELINE CONCENTRATIONS

Compound	CAS Registry No.	SGC µg/m^3	AGC µg/m^3
Acetic Acid	00064-19-7	3700	60
Ammonia	07664-41-7	2,400	100
Antimony	07440-36-0	---	1.2
Biphenyl	00092-52-4	---	3.1
Butyl Acetate	00123-86-4	95,000	17,000
Cadmium[a]	07440-43-9	---	0.0005
Carbon Dioxide	00124-38-9	5.4 E-06	21,000
Copper Cyanide	00544-92-3	380	50
1,4-Dichlorobenzene[a] (p)	00106-46-7	---	0.09
1,2-Dichlorobenzene (o)	00095-50-1	30,000	360
Dichloromethane[a] (Methylene Chloride)	00075-09-2	14,000	2.1
Dimethyl Ketone (Acetone)	00067-64-1	180,000	28,000
Ethane[b]	00074-84-0	---	110,000
Ethanol	00064-17-5	---	45,000
Ethylene Glycol	00107-21-1	10,000	400
Ethylene Glycol Monobutyl Ether	00111-76-2	420	230
Formic Acid	00064-18-6	1,900	22
Hydrogen Chloride	07647-01-0	2,100	20
Hydrogen Cyanide	00074-90-8	520	3.0
n- Octane	00111-65-9	---	3,300
Isopropyl Alcohol	00067-63-0	98,000	7,000
Nitric Acid Mist	07697-37-2	86	12
Phosphoric Acid Mist	07664-38-2	300	10
Potassium Carbonate[b]	00584-08-7	380	50
Sodium Cyanide	00143-33-9	380	50
Sodium Hydroxide	01310-73-2	200	---
Sulfuric Acid Mist	07664-93-9	120	1
Tetrachloroethylene[a]	00127-18-4	1,000	1
Tin	07440-31-5	20	0.24
Toluene	00108-88-3	37,000	400
Trichlorobenzene	00120-82-1	3,700	---
Triethylene Glycol	00112-24-3	620	330
Zinc Chloride	07646-85-7	200	2.4
Criteria Pollutants[c]:			
Nitrogen Dioxide	10102-44-0	---	NAAQS
Carbon Monoxide	00630-08-0	14,000	---
PM_{10}	NY075-00-5	380	NAAQS
SO_2	07446-09-5	910	NAAQS
Lead	07439-92-1	---	0.38

a. Denotes that compound is a carcinogen.

b. Ethane and potassium carbonate had no associated short-term (one hour) guideline concentration (SGC) or annual guideline concentration (AGC). Therefore, the guideline for propane was used to represent ethane and the guideline for particulates was used for potassium carbonate.

c. For criteria pollutants, the NAAQS was used for the annual averaging period of NO_2, PM_{10}, and SO_2. Otherwise the DAR-1 equivalent standard was used for compliance. Although a NAAQS value exists for the one-hour CO concentration, DAR-1 recommends using the equivalent standard in lieu of the NAAQS.

METHODOLOGY

The industrial source analysis was performed by modeling the potential ambient air concentrations of air toxic compounds emitted by specified sources within the study area. The specified sources included those that were within 400 feet of any residential projected or potential development of the Proposed Action. Industrial sources within the 400-foot range were located using geographical information system (GIS) software and data regarding their emission rates of air contaminants and source stack parameters were obtained from the air permits database. For the refined analysis, this data was input to the USEPA Industrial Source Complex (ISC3) model to determine ambient air concentrations at the residential developments. The final step was to compare the predicted ambient concentrations of each air toxic compound at each residential projected or potential development to the guideline concentrations provided in NYSDEC Air Guide-1.

Since the cumulative impacts of multiple air toxics from multiple sources could also pose a potential health risk to projected developments of the Proposed Action, a cumulative impact analysis for industrial sources was prepared. Potential cumulative impacts were determined based on the USEPA's Hazard Index Approach for non-carcinogenic compounds and using the USEPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use USEPA health risk information (established for individual compounds with known health effects) to determine the level of health risk posed by an expected ambient concentration of that compound at a potentially sensitive receptor. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air contaminants. A brief description of these procedures is provided below.

CARCINOGENS

Public health risk estimates for inhalation of carcinogenic compounds are based on the following calculation:

$$\text{Incremental Risk} = C \times URF$$

Where:

C = annual average ambient air concentration of the compound in $\mu g/m^3$

URF = compound-specific inhalation unit risk factor in $(\mu g/m^3)^{-1}$

Once the incremental risk of each compound is established, they are summed together. If the total risk is less than or equal to one in one million (1.0 E-06), then the carcinogenic risk is considered negligible.

NON-CARCINOGENS

Public health risk estimates for inhalation of non-carcinogenic compounds are based on the following calculation:

$$\text{Hazard Quotient} = C/RfC$$

Where:

C = annual average ambient air concentration of compound in $\mu g/m^3$

RfC = compound-specific inhalation reference concentration in $\mu g/m^3$

Once the hazard quotient of each compound is established, they are summed together. If the total hazard index is less than or equal to one, then the non-carcinogenic risk is considered negligible.

Provided in Table TA-2 are the USEPA reference concentrations and unit risk factors for specific air toxic compounds that could affect potentially sensitive receptors in the study area.

TABLE TA-2: INDUSTRIAL SOURCE AIR QUALITY ANALYSIS CUMULATIVE IMPACTS FROM AIR TOXIC COMPOUNDS REFERENCE CONCENTRATIONS AND UNIT RISK FACTORS

Compound	CAS Registry No.	RfC $\mu g/m^3$	URF $\mu g/m^3$	Source[a]
Ammonia	07664-41-7	100	N/A	IRIS
1,4-Dichlorobenzene	00106-46-7	800	1.1E-05	IRIS/NYSDEC
1,2-Dichlorobenzene	00095-50-1	200	N/A	HEAST
Dichloromethane (Methylene Chloride)	00075-09-2	3000	4.7E-07	HEAST/IRIS
Ethylene Glycol Monobutyl Ether	00111-76-2	13000	N/A	IRIS
Hydrogen Chloride	07647-01-0	20	N/A	IRIS
Hydrogen Cyanide	00074-90-8	3.0	N/A	IRIS
Phosphoric Acid Mist	07664-38-2	10	N/A	IRIS
Sulfuric Acid Mist	07664-93-9	70	N/A	HEAST
Tetrachloroethylene	00127-18-4	81	1.4E-05	NESCAUM
Toluene	00108-88-3	400	N/A	IRIS
Trichlorobenzene	00120-82-1	9	N/A	HEAST

a. References for health risk data are provided below:
IRIS – USEPA Integrated Risk Information System, March 10, 2003.
HEAST – USEPA Health Effects Assessment Summary Tables, July, 1997.
NESCAUM – Northeast States for Coordinated Air Use Management, Air Toxics Committee, Health Evaluation Document for Tetrachloroethylene, 1986.
NYSDEC – New York State Department of Environmental Conservation, DAR-1 Tables, December 22, 2003 (back-calculated from AGC which is based on one in one million risk factor).

The unit risk factors and reference concentrations presented above were established to address documented and known health risks posed by specific compounds for which peer-reviewed health study data have been published and therefore do not exist for all the compounds modeled in our analysis. In order to address the cumulative impacts of all compounds emitted by industrial sources in the Project Area, it was assumed that the NYSDEC DAR-1 AGCs were equivalent to the RfC's provided by EPA. Any compound without an established EPA RfC will use the AGC as an equivalent RfC in the analysis of combined impacts. Therefore, the Hazard Quotient discussed above will include the combined impacts of all modeled non-carcinogens. It should be noted, however, that this approach is considered to be highly conservative.

INDUSTRIAL SOURCE MODELING

The refined modeling analysis was performed using the Industrial Source Complex Short Term (ISC3) dispersion model developed by EPA (version 02035) and described in *User's Guide for the Industrial Source Complex (ISC3) Dispersion Models* (EPA-454/B-95-003a). The ISC3 model calculates pollutant concentrations from one or more points (e.g., exhaust stacks) based on hourly meteorological data, and has the capability of calculating pollutant concentrations at locations when the plume from the exhaust stack is affected by the

aerodynamic wakes and eddies (downwash) produced by nearby structures. Computations with the ISC3 model to determine impacts from exhaust stacks were made assuming stack tip downwash, buoyancy-induced dispersion, gradual plume rise, urban dispersion coefficients and wind profile exponents, no collapsing of stable stability classes, with and without building downwash, and elimination of calms. However, since worst-case impacts would occur on elevated receptors, the ISC3 model was run without downwash.

The analysis was performed using the most recent meteorological years available for LaGuardia Airport (1998 through 2002) assuming flat terrain. Receptor locations were identified from electronic files of the site developments and were placed along the perimeter on residential site developments at various heights to represent the building facades. Source locations were also identified from electronic files. The ISC3 model input files with the receptor and source coordinates are provided on the back-up CD submitted to the NYCDCP for this analysis.

The industrial source modeling analysis was performed using input data based on the permit information received from NYCDEP. The names and addresses of these industrial sources are provided in Table TA-3. The locations of these sources are presented in Figure 21- 1 of Chapter 21, "Air Quality," with ID numbers to match Table TA-3. Other information provided in the permits included maximum short-term and annual emission rates, stack height, stack diameter, stack temperature and stack velocity. These parameters were used to model ambient concentrations of each air toxic contaminant and are presented in Table TA-4. The table is sorted by contaminant name and each emission source is identified by its corresponding Installation ID.

In the permits, some of the air toxic contaminants were registered as compound groups (e.g., aliphatic hydrocarbons). Because there are no guideline concentrations for these compound groups, it was necessary to use a substitute contaminant that was representative of the compound group so that a comparison to the guidelines could be made for the analysis. In these instances, the type of source operation was considered when making these assumptions. For example, if aliphatic hydrocarbons were registered in a permit for a printing operation, then isopropyl alcohol (an aliphatic hydrocarbon) was used as a substitute, since this compound was the predominant one found in most other permits for printing operations in the database.

An additional assumption regarding the input data was necessary in order to account for industrial sources with horizontal exhausts (e.g., wall fans). The ISC3 dispersion model incorporates the effects of rising plumes that exit a vertical stack. This effect can be negated in the model by using a minimal value (near zero) for the stack flow rate. Therefore, when it was determined that a source had a horizontal stack, a stack velocity of 0.001 meters per second was used to replace the actual stack velocity.

TABLE TA-3: INDUSTRIAL SOURCE AIR QUALITY ANALYSIS
FACILITY LIST OF INDUSTRIAL SOURCES WITHIN 400 FEET OF A RESIDENTIAL PROJECTED DEVELOPMENT

Site #	Facility Name	Facility Address
1	A. Allard Inc.	259 West 30th Street
2	Aladdin Laminating Inc.	438 West 37th Street
3	Albert H Vela Co. Inc.	406 West 31st Street
4	Allied Lettercraft Co. Inc.	307 West 36th Street
5	Appolo Reproduction Inc.	315 West 35th Street
6	Benkay Jewelry Co. Inc.	259 West 30th Street
7	Burt Trimmings/Benjamin Woda	519 Eighth Avenue
8	Burton-Quaker Corp.	406 West 31st Street
9	Buttons & Novelty Company Inc.	519 Eighth Avenue
10	C&C Planting Co.	347 West 36th Street
11	Caltone Lithograph	406 West 31st Street
12	Castco Inc.	236 West 30th Street
13	Contemporaries	236 West 30th Street
14	Diamaic, Nicholas	234 West 30th Street
15	Foremost Casting Co. Inc.	330 West 34th Street
16	Goldworks, Inc.	236 West 30th Street
17	Hi-Tech Jewelry Inc.	580 Eighth Avenue
18	Hyan Cho	236 West 30th Street
19	Jolee Buttons, Inc.	519 Eighth Avenue
20	Kagan-Lerer Associates	259 West 30th Street
21	KOS Trading Corp.	236 West 30th Street
22	MDL Jewelry Contracting	242 West 30th Street
23	Mercedes-Benz Manhattan, Inc.	536 West 41st Street
24	Merchandising Workshop Inc.	550 West 43rd Street
25	Michael Breslof Inc.	460 West 34th Street
26	Midtown Neon Sign Corp.	550 West 30th Street
27	Millrock Press	406 West 31st Street
28	Nicholas Di Maio	234 West 30th Street
29	Noah Block	314 Eleventh Avenue
30	Omni Cleaners	595 Tenth Avenue
31	Precision Coloring & Dying Inc.	327 West 36th Street
32	Preferred Casting Co. Inc.	259 West 30th Street
33	Quality Venus Belt Co. Inc.	580 Eighth Avenue
34	R & G Button Co/Ginsberg, R.	270 West 38th Street
35	Reliable Finishing Co. Ltd.	236 West 30th Street
36	S & S Graphics Inc.	406 West 31st Street
37	S J Botkin & Co. Inc.	259 West 30th Street
38	SO Accurate Group Inc.	236 West 30th Street
39	Stan-Tone Graphic Inc.	424 West 33rd Street
40	Stuart Dean Co. Inc.	366 Tenth Avenue
41	Synari Fashions Co.	270 West 38th Street
42	T & T Fashions Co.	302 West 37th Street
43	The Thomas Group	406 West 31st Street
44	Unimold, Ltd.	236 West 30th Street
45	Venture Graphics	406 West 31st Street
46	Versacolor & Walbern Inc.	406 West 31st Street
47	W & W Jewelry, Inc.	259 West 30th Street

TABLE TA-4: INDUSTRIAL SOURCE AIR QUALITY ANALYSIS MODELING PARAMETERS FOR INDUSTRIAL SOURCES WITHIN 400 FEET OF A RESIDENTIAL PROJECTED DEVELOPMENT

Installation ID [a]	ID#[b]	Contaminant Name	Maximum Hourly Emission Rate in g/sec	Average Annual Emission Rate in g/sec	Stack Height (meters)	Stack Diameter (meters)	Stack Temp. (Kelvin)	Stack Velocity (m/sec)	Notes
PA027087	3	(use Isopropyl Alcohol)	3.780E-01	N/A	15.2	0.46	294	6.1	
PA030994	19	1,4-DICHLOROBENZENE(P)	3.528E-03	7.911E-04	92.4	0.03	294	8.8	
PA030994	19	ACETIC ACID	2.117E-02	4.833E-03	92.4	0.03	294	8.8	
PA009197	10	ACID MIST NEC (use sulfuric acid)	1.260E-04	2.301E-05	12.2	0.76	294	0.001	
PA006087	39	ALIPHATIC HYDROCARB (use Isopropyl Alcohol)	1.575E-02	2.877E-03	1.0	0.61	255	0.001	w/o MSG only
PA017087	11	ALIPHATIC HYDROCARB (use Isopropyl Alcohol)	3.150E-02	1.438E-02	15.2	0.76	294	0.001	
PA014187	47	AMMONIA	1.260E-04	1.036E-05	60.4	0.30	297	0.001	
PA014387	47	AMMONIA	1.260E-04	1.438E-05	18.0	0.28	297	0.001	
PA027483	5	AMMONIA	3.150E-02	5.753E-03	61.0	0.61	294	7.6	
PA040595	2	AMMONIA	1.260E-04	2.532E-05	7.6	0.20	297	17.1	
PA040695	2	AMMONIA	1.260E-04	2.532E-05	7.3	0.23	300	18.3	
PA053186	17	AMMONIA	1.260E-02	2.877E-06	50.3	0.25	311	0.001	
PA083586	6	AMMONIA	1.260E-04	2.877E-08	34.7	0.15	297	0.001	
PA008997	10	ANTIMONY	1.260E-04	2.301E-05	12.2	0.23	294	0.001	
PA030994	19	BIPHENYL	6.930E-03	1.582E-03	92.4	0.03	294	8.8	
PA040386	29	BUTYL ACETATE	6.174E-02	3.524E-03	6.4	0.99	297	8.5	
PA040595	2	CARBON DIOXIDE	1.260E-04	2.532E-05	7.6	0.20	297	17.1	
PA040695	2	CARBON DIOXIDE	1.260E-04	2.532E-05	7.3	0.23	300	18.3	
PA009488	23	CARBON MONOXIDE	1.064E-01	2.704E-04	11.0	0.41	306	0.001	w/ MSG only
PA014387	47	CARBON MONOXIDE	1.260E-04	1.438E-05	18.0	0.28	297	0.001	
PA016098	13	CARBON MONOXIDE	2.520E-04	1.726E-05	42.7	0.23	294	0.001	
PA033292	23	CARBON MONOXIDE	6.212E-02	7.091E-03	16.8	0.03	814	8.5	w/ MSG only
PA033392	23	CARBON MONOXIDE	1.554E-01	3.768E-05	14.9	0.03	311	15.2	w/ MSG only
PA034286	25	CARBON MONOXIDE	1.260E-04	2.301E-05	7.6	0.30	294	0.001	
PA040595	2	CARBON MONOXIDE	1.260E-04	2.532E-05	7.6	0.20	297	17.1	
PA040695	2	CARBON MONOXIDE	1.260E-04	2.532E-05	7.3	0.23	300	18.3	
PA048294	9	CARBON MONOXIDE	2.520E-04	4.603E-05	30.5	1.22	294	0.001	
PA048389	34	CARBON MONOXIDE	1.260E-04	5.753E-05	61.0	0.91	294	0.001	
PA070084	31	CARBON MONOXIDE	1.260E-04	2.014E-05	3.0	0.61	294	0.001	
PA009197	10	COPPER CYANIDE	1.260E-04	2.301E-05	12.2	0.76	294	0.001	
PA030994	19	DICHLOROBENZINE,O-	3.780E-03	8.702E-04	92.4	0.03	294	8.8	
PA010695	45	DICHLOROMETHANE (METHYLENE CHLORIDE)	6.300E-04	1.438E-04	42.1	0.61	297	0.001	
PA027087	3	DICHLOROMETHANE (METHYLENE CHLORIDE)	2.520E-03	2.877E-07	15.2	0.46	294	6.1	
PA013699	36	DIMETHYL KETONE (ACETONE)	1.512E-02	5.178E-03	45.7	0.61	297	0.001	
PA040386	29	DIMETHYL KETONE (ACETONE)	6.174E-02	3.524E-03	6.4	0.99	297	8.5	
PA012998	40	ETHANOL	5.292E-02	6.041E-03	6.4	0.86	297	8.5	
PA048394	46	ETHYLENE GLYCOL	2.016E-03	4.890E-03	47.5	0.30	297	0.001	
PA012998	40	ETHYLENGLYCOLMONBUTY	2.142E-01	2.445E-02	6.4	0.86	297	8.5	
PA030994	19	ETHYLENGLYCOLMONBUTY	5.544E-03	1.266E-03	92.4	0.03	294	8.8	
PA038194	7	ETHYLENGLYCOLMONBUTY	1.260E-04	2.517E-05	86.6	0.76	296	0.001	
PA048394	46	ETHYLENGLYCOLMONBUTY	6.124E-02	2.762E-02	47.5	0.30	297	0.001	
PA070084	31	FORMIC ACID	1.260E-04	2.014E-05	3.0	0.61	294	0.001	
PA009488	23	HYDROCARBONS (use n-octane)	1.183E-02	3.452E-05	11.0	0.41	306	0.001	w/ MSG only
PA018576	32	HYDROCARBONS C1-3 (use propane)	8.820E-04	2.014E-04	39.0	0.30	297	0.001	
PA031287	12	HYDROCARBONS C1-3 (use propane)	1.890E-03	4.315E-04	17.4	0.25	311	0.001	
PA036597	21	HYDROCARBONS C1-3 (use propane)	3.024E-03	8.630E-04	13.7	0.28	297	0.001	
PA030697	38	HYDROGEN CHLORIDE	2.520E-04	3.236E-05	53.0	0.30	297	7.9	
PA003398	16	HYDROGEN CYANIDE	1.260E-04	1.438E-08	31.7	0.20	297	0.001	
PA055794	6	HYDROGEN CYANIDE	1.260E-04	3.596E-06	35.4	0.41	297	0.001	
PA083986	6	HYDROGEN CYANIDE	1.260E-04	3.596E-06	35.4	0.46	297	0.001	
PA006087	39	ISOPROPYL ALCOHOL	2.205E-02	4.027E-03	1.0	0.61	255	0.001	w/o MSG only
PA010695	45	ISOPROPYL ALCOHOL	7.560E-03	1.726E-03	42.1	0.61	297	0.001	
PA017087	11	ISOPROPYL ALCOHOL	1.260E-01	5.753E-05	15.2	0.76	294	0.001	
PA027087	3	ISOPROPYL ALCOHOL	3.578E-01	N/A	15.2	0.46	294	6.1	
PA040386	29	ISOPROPYL ALCOHOL	6.048E-02	3.452E-03	6.4	0.99	297	8.5	
PA048394	46	ISOPROPYL ALCOHOL	7.560E-01	4.315E-02	47.5	0.30	297	0.001	
PA072288	4	ISOPROPYL ALCOHOL	3.062E-01	6.117E-02	23.8	0.15	297	0.001	
PA087487	24	ISOPROPYL ALCOHOL	1.184E-01	4.732E-02	4.3	0.46	297	0.001	
PA008997	10	LEAD	1.260E-04	2.301E-05	12.2	0.23	294	0.001	

TABLE TA-4: INDUSTRIAL SOURCE AIR QUALITY ANALYSIS (CONTINUED) MODELING PARAMETERS FOR INDUSTRIAL SOURCES WITHIN 400 FEET OF A RESIDENTIAL PROJECTED DEVELOPMENT

Installation ID [a]	ID#[b]	Contaminant Name	Maximum Hourly Emission Rate in g/sec	Average Annual Emission Rate in g/sec	Stack Height (meters)	Stack Diameter (meters)	Stack Temp. (Kelvin)	Stack Velocity (m/sec)	Notes
PA009493	20	LEAD	2.176E-03	2.877E-05	64.0	0.30	297	13.1	
PA009593	20	LEAD	5.400E-04	1.438E-08	52.4	0.18	297	0.001	
PA030797	38	LEAD	1.134E-02	2.589E-03	53.0	0.46	297	33.2	
PA070084	31	LIQUID MIST NEC (water mist)	6.300E-02	1.007E-02	3.0	0.61	294	0.001	
PA002887	27	MISCELLANEOUS ORG (use Isopropyl Alcohol)	5.040E-02	5.753E-06	42.7	0.61	297	6.1	
PA013699	36	MISCELLANEOUS ORG (use Isopropyl Alcohol)	1.134E-02	3.884E-03	45.7	0.61	297	0.001	
PA072288	4	MISCELLANEOUS ORG (use Isopropyl Alcohol)	5.229E-01	1.045E-01	23.8	0.15	297	0.001	
PA087487	24	MISCELLANEOUS ORG (use Isopropyl Alcohol)	1.676E-01	6.696E-02	4.3	0.46	297	0.001	
PA030597	38	NITRIC ACID MIST	1.260E-04	2.877E-05	53.0	0.30	297	7.9	
PA030697	38	NITRIC ACID MIST	4.032E-03	8.954E-04	53.0	0.30	297	7.9	
PA030597	38	NITROGEN DIOXIDE	1.260E-04	2.877E-05	53.0	0.30	297	7.9	
PA030697	38	NITROGEN DIOXIDE	4.032E-03	5.322E-03	53.0	0.30	297	7.9	
PA008997	10	OXIDES OF NITROGEN	1.008E-03	1.899E-04	12.2	0.23	294	0.001	
PA033292	23	OXIDES OF NITROGEN	1.890E-03	2.158E-04	16.8	0.03	814	8.5	w/ MSG only
PA033392	23	OXIDES OF NITROGEN	4.914E-03	1.194E-03	14.9	0.03	311	15.2	w/ MSG only
PA034286	25	OXIDES OF NITROGEN	1.260E-03	2.301E-04	7.6	0.30	294	0.001	
PA048294	9	OXIDES OF NITROGEN	2.520E-03	4.603E-04	30.5	1.22	294	0.001	
PA048389	34	OXIDES OF NITROGEN	2.520E-03	5.753E-04	61.0	0.91	294	0.001	
PA070084	31	OXIDES OF NITROGEN	1.008E-03	1.611E-04	3.0	0.61	294	0.001	
PA003995	18	PARTICULATES	1.512E-03	2.877E-05	23.8	0.43	297	0.001	
PA005885	15	PARTICULATES	1.260E-04	2.301E-05	67.4	0.15	294	13.7	
PA008997	10	PARTICULATES	1.260E-04	1.151E-05	12.2	0.23	294	0.001	
PA009097	10	PARTICULATES	1.260E-04	6.904E-07	12.2	0.20	294	0.001	
PA009593	20	PARTICULATES	5.400E-04	1.438E-08	52.4	0.18	297	0.001	
PA010695	45	PARTICULATES	2.394E-03	5.466E-04	42.1	0.61	297	0.001	
PA012998	40	PARTICULATES	1.145E-02	5.753E-04	6.4	0.86	297	8.5	
PA014187	47	PARTICULATES	1.260E-04	1.036E-05	60.4	0.30	297	21.3	
PA014387	47	PARTICULATES	1.260E-04	1.438E-05	18.0	0.28	297	0.001	
PA016098	13	PARTICULATES	1.260E-04	1.438E-08	42.7	0.23	294	0.001	
PA016098	13	PARTICULATES	1.260E-04	7.479E-07	42.7	0.23	294	0.001	
PA016476	37	PARTICULATES	3.276E-03	7.782E-04	1.0	0.30	305	0.001	
PA019093	47	PARTICULATES	1.568E-03	2.877E-05	15.5	0.15	297	0.001	
PA020291	2	PARTICULATES	1.260E-04	1.266E-05	7.6	0.25	297	15.2	
PA024989	35	PARTICULATES	1.260E-04	7.192E-07	27.4	0.30	294	14.0	
PA030497	38	PARTICULATES	5.940E-04	3.596E-06	10.1	0.15	297	0.001	
PA030797	38	PARTICULATES	4.320E-03	3.596E-06	53.0	0.46	297	33.2	
PA030897	38	PARTICULATES	1.260E-04	3.596E-06	10.1	0.10	297	0.001	
PA030994	19	PARTICULATES	1.260E-04	2.877E-05	92.4	0.03	294	8.8	
PA034286	25	PARTICULATES	1.260E-04	2.301E-05	7.6	0.30	294	0.001	
PA036597	21	PARTICULATES	2.394E-02	6.832E-03	13.7	0.28	297	0.001	
PA036697	21	PARTICULATES	1.260E-04	1.079E-05	13.7	0.33	297	0.001	
PA037095	33	PARTICULATES	2.142E-03	2.848E-04	54.9	0.46	294	0.001	
PA038194	7	PARTICULATES	1.260E-04	2.517E-05	86.6	0.76	296	0.001	
PA040386	29	PARTICULATES	1.296E-03	2.014E-04	6.4	0.99	297	8.5	
PA040495	2	PARTICULATES	1.260E-04	2.532E-05	7.6	0.30	297	8.2	
PA040595	2	PARTICULATES	1.260E-04	2.532E-05	7.6	0.20	297	17.1	
PA040695	2	PARTICULATES	1.260E-04	2.532E-05	7.3	0.23	300	18.3	
PA048294	9	PARTICULATES	1.260E-04	2.301E-05	30.5	1.22	294	0.001	
PA048389	34	PARTICULATES	1.260E-04	3.452E-04	61.0	0.91	294	0.001	
PA051097	44	PARTICULATES	1.260E-04	2.877E-06	36.6	0.20	339	31.4	
PA053286	17	PARTICULATES	1.296E-03	2.877E-05	49.4	0.28	297	0.001	
PA070084	31	PARTICULATES	1.260E-04	2.014E-05	3.0	0.61	294	0.001	
PA075589	22	PARTICULATES	1.260E-04	6.904E-07	38.1	0.10	294	0.001	
PA083586	6	PARTICULATES	1.260E-04	2.877E-08	34.7	0.15	297	0.001	
PA089687	26	PARTICULATES	2.520E-03	3.452E-04	13.7	0.86	294	6.7	
PA091689	42	PARTICULATES	2.520E-04	2.301E-05	9.8	0.20	294	0.001	
PA092886	14	PARTICULATES	5.400E-04	2.158E-05	5.5	0.13	297	0.001	
PA092986	28	PARTICULATES	1.260E-04	2.158E-05	6.4	0.91	297	0.001	
PA104987	35	PARTICULATES	1.260E-04	1.438E-06	36.6	0.00	294	0.001	
PA141686	32	PARTICULATES	3.353E-03	5.610E-04	42.7	0.13	297	0.001	
PA141786	32	PARTICULATES	1.260E-01	1.438E-05	41.5	0.53	297	0.001	

TABLE TA-4: INDUSTRIAL SOURCE AIR QUALITY ANALYSIS (CONTINUED) MODELING PARAMETERS FOR INDUSTRIAL SOURCES WITHIN 400 FEET OF A RESIDENTIAL PROJECTED DEVELOPMENT

Installation ID [a]	ID#[b]	Contaminant Name	Maximum Hourly Emission Rate in g/sec	Average Annual Emission Rate in g/sec	Stack Height (meters)	Stack Diameter (meters)	Stack Temp. (Kelvin)	Stack Velocity (m/sec)	Notes
PA010695	45	PHOSPHORIC ACID MIST	2.520E-04	5.753E-05	42.1	0.61	297	0.001	
PA087387	24	POTASSIUM CARBONATE	1.260E-04	2.877E-05	3.0	0.30	297	0.001	
PA003398	16	SODIUM CYANIDE	1.260E-04	1.438E-08	31.7	0.20	297	0.001	
PA009197	10	SODIUM CYANIDE	1.260E-04	2.301E-05	12.2	0.76	294	0.001	
PA014387	47	SODIUM CYANIDE	1.260E-04	1.438E-05	18.0	0.28	297	0.001	
PA018893	47	SODIUM CYANIDE	1.260E-04	2.877E-05	17.1	0.30	297	0.001	
PA024475	1	SODIUM CYANIDE	1.260E-04	7.192E-07	25.9	0.20	294	0.001	
PA030797	38	SODIUM CYANIDE	1.260E-04	2.877E-05	53.0	0.46	297	33.2	
PA053186	17	SODIUM CYANIDE	1.260E-04	2.877E-05	50.3	0.25	311	0.001	
PA055794	6	SODIUM CYANIDE	1.260E-04	3.596E-06	35.4	0.41	297	0.001	
PA083986	6	SODIUM CYANIDE	1.260E-04	3.596E-06	35.4	0.46	297	0.001	
PA092986	28	SODIUM CYANIDE	7.560E-04	1.295E-04	6.4	0.91	297	0.001	
PA016476	37	SODIUM HYDROXIDE	1.260E-04	2.992E-05	1.0	0.30	305	0.001	
PA024475	1	SODIUM HYDROXIDE	2.520E-04	1.438E-06	25.9	0.20	294	0.001	
PA008997	10	SULFUR DIOXIDE	1.260E-04	5.753E-07	12.2	0.23	294	0.001	
PA016098	13	SULFUR DIOXIDE	1.260E-04	8.630E-06	42.7	0.23	294	0.001	
PA034286	25	SULFUR DIOXIDE	1.260E-04	2.301E-05	7.6	0.30	294	0.001	
PA048294	9	SULFUR DIOXIDE	1.260E-04	2.301E-05	30.5	1.22	294	0.001	
PA048389	34	SULFUR DIOXIDE	1.260E-04	1.438E-06	61.0	0.91	294	0.001	
PA070084	31	SULFUR DIOXIDE	1.260E-04	2.014E-05	3.0	0.61	294	0.001	
PA014387	47	SULFURIC ACID MIST	1.260E-04	1.438E-05	18.0	0.28	297	0.001	
PA036697	21	SULFURIC ACID MIST	1.260E-04	1.079E-05	13.7	0.33	297	0.001	
PA026995	30	TETRACHLOROETHYLENE	N/A	1.223E-05	1.0	0.01	322	0.001	
PA008997	10	TIN	1.260E-04	2.301E-05	12.2	0.23	294	0.001	
PA040386	29	TOLUENE	1.247E-01	7.120E-03	6.4	0.99	297	8.5	
PA089687	26	TOLUENE	2.722E-01	3.730E-02	13.7	0.86	294	6.7	
PA051097	44	TOTAL HYDROCARBONS (use propane)	1.260E-04	2.877E-07	36.6	0.20	339	31.4	
PA033292	23	TOTAL HYDROCARBONS (use n-Octane)	3.276E-03	3.740E-04	16.8	0.03	814	8.5	w/ MSG only
PA033392	23	TOTAL HYDROCARBONS (use n-Octane)	8.316E-03	2.014E-03	14.9	0.03	311	15.2	w/ MSG only
PA030994	19	TRICHCLORO BENZENE	2.079E-02	4.747E-03	92.4	0.03	294	8.8	
PA038194	7	TRICHCLORO BENZENE	1.260E-04	2.517E-05	86.6	0.76	296	0.001	
PA087387	24	TRIETHYLENE GLYCOL	1.260E-04	2.877E-05	3.0	0.30	297	0.001	
PA048294	9	WATER MIST	1.260E-01	2.301E-02	30.5	1.22	294	0.001	
PA009493	20	ZINC CHLORIDE (FUME)	1.260E-04	2.877E-05	64.0	0.30	297	13.1	

a. The physical address associated with these ID numbers is provided in Table TA-3. The sources identified as 8, 41, and 43 in Table TA-3 did not include emission rates with the permit, and therefore the parameters were not included in this table.

Lincoln Tunnel Exit Portals Analysis

Table T1-1

CO EMISSSION FACTORS
2003

			1.0	2	3	4	5	128	129	130	131	132	133	134	135	136
Analysis Year	Location	Pollutant		ARTERIAL	EXPRESS	ARTERIAL	EXPRESS		Light	Heavy Gas	Heavy Diesel	Diesel	Cold Autos	Hot Autos	Cold SUVs	Hot SUVs
			SPEED	Auto	Auto	SUV	SUV	Taxi	Truck	Truck	Truck	Bus	Outbound	Inbound	Outbound	Inbound
2003	Midtown	CO	0	137.13	137.13	140.11	140.11	161.97	120.24	167.49	38.41	55.75	172.92	113.70	184.45	113.37
2003	Midtown	CO	2.5	54.85	54.85	56.04	56.04	64.79	48.09	67.00	15.36	22.30	69.17	45.48	73.78	45.35
2003	Midtown	CO	2.6	53.18	53.18	54.43	54.43	62.54	46.48	65.96	15.15	21.98	67.50	43.81	72.17	43.74
2003	Midtown	CO	2.7	51.64	51.64	52.94	52.94	60.45	44.99	65.00		21.69	65.96	42.27	70.68	42.25
2003	Midtown	CO	2.8	50.21	50.21	51.56	51.56	58.51	43.61	64.11	14.76	21.42	64.53	40.84	69.29	40.87
2003	Midtown	CO	2.9	48.87	48.87	50.27	50.27	56.71	42.32	63.28	14.58	21.17	63.19	39.50	68.01	39.58
2003	Midtown	CO	3	47.63	47.63	49.07	49.07	55.03	41.12	62.51	14.42	20.93	61.95	38.26	66.80	38.37
2003	Midtown	CO	4	38.60	38.60	40.35	40.35	42.83	32.40	56.90	13.25	19.23	52.92	29.23	58.08	29.65
2003	Midtown	CO	5	33.18	33.18	35.12	35.12	35.50	27.17	53.53	12.54	18.20	47.50	23.81	52.85	24.42
2003	Midtown	CO	6	29.76	29.76	31.72	31.72	30.65	23.77	47.07	11.14	16.17	44.08	20.39	49.46	21.03
2003	Midtown	CO	7	27.57	27.57	29.55	29.55	27.54	21.60	42.93	10.24	14.86	41.88	18.19	47.29	18.86
2003	Midtown	CO	8	25.91	25.91	27.92	27.92	25.19	19.97	39.82	9.56	13.88	40.23	16.54	45.65	17.22
2003	Midtown	CO	9	24.63	24.63	26.64	26.64	23.37	18.69	37.39	9.03	13.11	38.94	15.26	44.37	15.95
2003	Midtown	CO	10.1	23.61	23.61	25.63	25.63	21.92	17.68	35.30	8.58	12.45	37.93	14.24	43.37	14.94
2003	Midtown	CO	11	23.00	23.00	24.99	24.99	20.96	17.04	32.73	7.99	11.60	37.32	13.63	42.73	14.30
2003	Midtown	CO	12	22.43	22.43	24.40	24.40	20.07	16.45	30.33	7.44	10.81	36.75	13.06	42.13	13.70
2003	Midtown	CO	13	21.94	21.94	23.89	23.89	19.31	15.94	28.29	6.98	10.13	36.26	12.57	41.63	13.20
2003	Midtown	CO	14	21.53	21.53	23.46	23.46	18.67	15.51	26.55	6.58	9.56	35.85	12.16	41.19	12.76
2003	Midtown	CO	15	21.17	21.17	23.08	23.08	18.11	15.13	25.04	6.24	9.06	35.49	11.80	40.82	12.39
2003	Midtown	CO	16	20.85	20.85	22.76	22.76	17.62	14.81	23.42	5.86	8.50	35.17	11.48	40.49	12.06
2003	Midtown	CO	17	20.58	20.58	22.47	22.47	17.18	14.52	22.00	5.52	8.01	34.89	11.21	40.20	11.77
2003	Midtown	CO	18	20.33	20.33	22.21	22.21	16.80	14.26	20.74	5.22	7.58	34.65	10.96	39.94	11.51
2003	Midtown	CO	19	20.11	20.11	21.98	21.98	16.45	14.03	19.61	4.95	7.19	34.43	10.74	39.71	11.28
2003	Midtown	CO	20	19.91	19.91	21.77	21.77	16.14	13.82	18.59	4.71	6.84	34.23	10.54	39.51	11.08
2003	Midtown	CO	21	19.75	19.75	21.61	21.61	15.90	13.66	17.64	4.48	6.50	34.07	10.38	39.34	10.91
2003	Midtown	CO	22	19.61	19.61	21.46	21.46	15.67	13.51	16.77	4.26	6.19	33.92	10.23	39.19	10.76
2003	Midtown	CO	23	19.47	19.47	21.32	21.32	15.47	13.37	15.98	4.07	5.91	33.79	10.10	39.06	10.63
2003	Midtown	CO	24	19.35	19.35	21.20	21.20	15.28	13.25	15.26	3.89	5.65	33.67	9.98	38.93	10.50
2003	Midtown	CO	25	19.24	19.24	21.08	21.08	15.10	13.13	14.59	3.73	5.41	33.56	9.87	38.82	10.39
2003	Midtown	CO	26	19.18	19.18	21.02	21.02	15.01	13.07	14.01	3.58	5.19	33.50	9.81	38.76	10.33
2003	Midtown	CO	27	19.13	19.13	20.96	20.96	14.92	13.01	13.48	3.44	4.99	33.45	9.76	38.70	10.27
2003	Midtown	CO	28	19.08	19.08	20.91	20.91	14.83	12.96	12.99	3.31	4.81	33.40	9.71	38.65	10.22
2003	Midtown	CO	29	19.04	19.04	20.86	20.86	14.75	12.91	12.53	3.19	4.63	33.35	9.67	38.60	10.17
2003	Midtown	CO	30	18.99	18.99	20.82	20.82	14.68	12.87	12.10	3.08	4.47	33.31	9.62	38.55	10.13
2003	Midtown	CO	31	19.03	19.03	20.86	20.86	14.72	12.91	11.76	2.99	4.34	33.35	9.66	38.59	10.16
2003	Midtown	CO	32	19.06	19.06	20.89	20.89	14.77	12.94	11.44	2.90	4.21	33.38	9.69	38.63	10.20
2003	Midtown	CO	33	19.09	19.09	20.93	20.93	14.81	12.98	11.14	2.82	4.09	33.41	9.72	38.66	10.23
2003	Midtown	CO	34	19.12	19.12	20.96	20.96	14.84	13.01	10.86	2.74	3.98	33.44	9.75	38.70	10.27
2003	Midtown	CO	35	19.15	19.15	20.99	20.99	14.88	13.04	10.59	2.67	3.87	33.47	9.78	38.73	10.30
2003	Midtown	CO	36	19.32	19.32	21.17	21.17	15.12	13.22	10.42	2.61	3.79	33.64	9.95	38.90	10.48
2003	Midtown	CO	37	19.48	19.48	21.34	21.34	15.35	13.39	10.25	2.56	3.71	33.80	10.11	39.07	10.64
2003	Midtown	CO	38	19.64	19.64	21.50	21.50	15.57	13.55	10.10	2.51	3.64	33.96	10.27	39.23	10.80
2003	Midtown	CO	39	19.78	19.78	21.65	21.65	15.77	13.70	9.95	2.46	3.57	34.10	10.41	39.38	10.96
2003	Midtown	CO	40	19.92	19.92	21.79	21.79	15.97	13.84	9.80	2.42	3.51	34.24	10.55	39.53	11.10
2003	Midtown	CO	41	20.09	20.09	21.97	21.97	16.21	14.02	9.76	2.39	3.47	34.41	10.72	39.71	11.28
2003	Midtown	CO	42	20.25	20.25	22.14	22.14	16.44	14.19	9.71	2.36	3.43	34.57	10.88	39.87	11.44
2003	Midtown	CO	43	20.41	20.41	22.30	22.30	16.66	14.35	9.67	2.34	3.39	34.73	11.04	40.03	11.60
2003	Midtown	CO	44	20.56	20.56	22.45	22.45	16.86	14.50	9.63	2.31	3.36	34.87	11.18	40.19	11.76
2003	Midtown	CO	45	20.70	20.70	22.60	22.60	17.06	14.65	9.59	2.29	3.33	35.01	11.33	40.33	11.90
2003	Midtown	CO	46	20.86	20.86	22.77	22.77	17.30	14.82	9.66	2.29	3.32	35.18	11.49	40.51	12.08
2003	Midtown	CO	47	21.03	21.03	22.94	22.94	17.53	14.99	9.72	2.28	3.32	35.34	11.65	40.67	12.24
2003	Midtown	CO	48	21.18	21.18	23.10	23.10	17.75	15.15	9.78	2.28	3.31	35.50	11.81	40.83	12.41
2003	Midtown	CO	49	21.33	21.33	23.25	23.25	17.95	15.30	9.84	2.28	3.31	35.65	11.96	40.99	12.56
2003	Midtown	CO	50	21.47	21.47	23.40	23.40	18.16	15.45	9.90	2.27	3.30	35.79	12.10	41.14	12.71
2003	Midtown	CO	51	21.64	21.64	23.57	23.57	18.39	15.62	10.10	2.29	3.33	35.95	12.27	41.31	12.88
2003	Midtown	CO	52	21.80	21.80	23.74	23.74	18.62	15.79	10.29	2.31	3.35	36.11	12.43	41.48	13.05
2003	Midtown	CO	53	21.95	21.95	23.90	23.90	18.84	15.95	10.47	2.33	3.38	36.27	12.58	41.64	13.21
2003	Midtown	CO	54	22.10	22.10	24.06	24.06	19.05	16.11	10.64	2.35	3.40	36.42	12.73	41.79	13.36
2003	Midtown	CO	55	22.24	22.24	24.21	24.21	19.25	16.26	10.81	2.36	3.43	36.56	12.87	41.94	13.51

Table T1-2

PM10 EMISSION FACTORS
2003

Emission Matrix with Precipitation Factor

Analysis Year	Pollutant	Roadway Type	Auto EF	SUV EF	Taxi EF	Light Truck EF	eavy GasTrK E	eavy Diesel E	Diesel Bus EF	le Heavy Dies	Idle Diesel Bus
			g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/veh-hr	g/veh-hr
2003	PM10	express	0.0272	0.0280	0.0267	0.0280	0.0933	0.4196	1.2833	1.4305	2.3669
2003	PM10	Tunnel	0.0272	0.0280	0.0267	0.0280	0.0933	0.4196	1.2833	1.4305	2.3669

Analysis Year	Pollutant	Roadway Type	SILT LOADING	K FACTOR	LEET WEIGH	C FACTOR	Paved Dust
			g/m2	g/vmt	ton		g/vmt
2003	PM10	express	0.015	7.30	3.00	0.2119	0.083
0	PM10	Tunnel		g/vmt	0.153	0.066	0.087

Notes:

1. Number of rainy days in New York is 140 per year.
2. Total in-tunnel emissions factor 0.153 g/vmt as measured in the Ted Williams Tunnel.
3. Paved dust for tunnels is estimated using the latest AP-42 approach.
4. Idle emissions were obtained from the Mob 6.2 program.

Table T1-3

Lincoln Tunnel Portals: Traffic Volumes
Existing Conditions 2003

(Page 1 of 2)

Section	Lincoln Tunnel South Tube					
Start Time	Lincoln Tunnel South Tube	Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube
	vph	vph	vph	vph	vph	vph
0:00	664	392	271	0	216	789
1:00	412	412	0	0	247	678
2:00	310	310	0	0	191	451
3:00	338	338	0	0	196	428
4:00	498	498	0	0	251	691
5:00	1202	681	521	0	213	492
6:00	2468	1286	1182	0	374	2904
7:00	2414	1247	1167	0	364	3039
8:00	2438	1310	1128	0	389	2740
9:00	2323	1272	1051	0	331	2648
10:00	2170	1196	973	0	329	2204
11:00	2049	1172	877	0	385	1718
12:00	1466	817	649	0	254	1325
13:00	1467	805	662	0	289	1401
14:00	1390	778	612	0	265	1516
15:00	1480	854	627	0	348	1257
16:00	3119	1414	1705	0	944	3115
17:00	2535	1230	1305	217	449	2570
18:00	3159	1418	1741	64	384	2739
19:00	1824	970	854	0	439	1183
20:00	1333	725	608	0	277	1438
21:00	1250	668	582	0	241	849
22:00	1473	768	706	0	239	1111
23:00	1441	736	705	0	245	720
	39222	21297	17926	281	7860	38006

Table T1-3

Lincoln Tunnel Portals: Traffic Volumes
Existing Conditions 2003

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube							Lincoln Tunnel North Tube
Start Time	Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A	
	vph	vph	vph	vph	vph	vph	vph	vph
0:00	359	262	0	430	621	168	419	1053
1:00	284	326	0	394	610	68	170	587
2:00	218	189	0	233	407	44	110	387
3:00	231	168	0	197	399	29	72	331
4:00	358	279	0	333	637	54	136	444
5:00	233	159	0	258	392	100	249	750
6:00	753	1046	1105	1046	1276	1628	1084	3003
7:00	822	879	1338	879	1262	1778	946	3259
8:00	782	654	1304	654	1109	1631	705	3002
9:00	717	779	1153	779	1106	1542	978	2624
10:00	587	825	791	825	1000	1204	1532	3667
11:00	583	674	461	674	920	798	1594	4129
12:00	539	372	0	786	911	414	1035	2418
13:00	530	313	0	870	843	558	1395	3460
14:00	508	298	0	1008	806	710	1774	3148
15:00	391	309	0	866	699	557	1393	2370
16:00	0	1464	0	3115	1464	1651	1651	2686
17:00	0	1208	0	2570	1208	1362	1362	2236
18:00	0	1464	0	2739	1464	1275	1275	1514
19:00	300	175	0	883	475	708	1770	3182
20:00	505	295	0	932	801	637	1592	3050
21:00	184	91	0	665	275	574	1435	3381
22:00	301	155	0	810	457	655	1637	3340
23:00	34	43	0	686	77	643	1608	2781
	9222	12426	6153	22631	19219	18787	25920	56803

Table T1-4

Lincoln Tunnel Portals: Vehicle Mixes
Existing Conditions 2003
(Page 1 of 5)

Start Time	Lincoln Tunnel South Tube								Lincoln Tunnel South Tube: Ramp L								Lincoln Tunnel South Tube: Ramp K							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	15%	1%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
1:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	15%	1%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
2:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	15%	1%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
3:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	15%	1%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
4:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	15%	1%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
5:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	15%	1%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
6:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	15%	1%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
7:00	64%	14%	1%	18%	1%	1%	1%	100%	57%	18%	1%	22%	2%	0%	1%	100%	74%	9%	1%	13%	0%	1%	1%	100%
8:00	66%	14%	1%	16%	1%	1%	2%	100%	60%	18%	0%	19%	1%	0%	1%	100%	76%	8%	1%	12%	0%	2%	2%	100%
9:00	67%	13%	0%	16%	1%	1%	1%	100%	58%	17%	0%	20%	2%	0%	2%	100%	80%	7%	1%	9%	0%	1%	1%	100%
10:00	64%	13%	1%	14%	1%	1%	6%	100%	55%	18%	0%	19%	2%	1%	5%	100%	78%	6%	1%	8%	1%	1%	5%	100%
11:00	60%	12%	1%	13%	2%	1%	10%	100%	52%	18%	1%	17%	2%	2%	8%	100%	75%	6%	2%	7%	1%	1%	8%	100%
12:00	60%	13%	2%	12%	2%	1%	11%	100%	53%	19%	1%	15%	2%	2%	8%	100%	73%	6%	3%	7%	1%	1%	10%	100%
13:00	60%	11%	2%	13%	2%	1%	12%	100%	53%	17%	1%	18%	2%	0%	9%	100%	72%	5%	5%	6%	1%	1%	10%	100%
14:00	55%	13%	2%	9%	1%	0%	19%	100%	56%	17%	1%	11%	1%	0%	14%	100%	60%	10%	4%	5%	1%	1%	20%	100%
15:00	55%	13%	2%	9%	1%	0%	19%	100%	54%	17%	1%	14%	1%	0%	13%	100%	60%	10%	4%	5%	1%	1%	20%	100%
16:00	50%	16%	2%	6%	0%	0%	26%	100%	54%	18%	2%	7%	0%	0%	18%	100%	49%	15%	2%	4%	0%	0%	30%	100%
17:00	53%	15%	2%	5%	0%	0%	24%	100%	58%	17%	2%	7%	1%	0%	15%	100%	48%	15%	2%	4%	0%	0%	32%	100%
18:00	55%	17%	2%	5%	0%	0%	21%	100%	61%	15%	2%	7%	1%	0%	15%	100%	48%	19%	3%	3%	0%	0%	27%	100%
19:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	15%	1%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
20:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	15%	1%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
21:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	9%	7%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
22:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	9%	7%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
23:00	61%	14%	1%	12%	1%	1%	11%	100%	57%	18%	1%	9%	7%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%

Table T1-4

Lincoln Tunnel Portals: Vehicle Mixes
Existing Conditions 2003
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Start Time	Lincoln Tunnel South Tube: Ramp M								Lincoln Tunnel South Tube: Ramp N								Lincoln Tunnel Center Tube							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
1:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
2:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
3:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
4:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
5:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
6:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
7:00	0%	0%	0%	0%	0%	0%	0%	0%	57%	17%	2%	19%	0%	1%	4%	100%	44%	16%	0%	5%	0%	0%	35%	100%
8:00	0%	0%	0%	0%	0%	0%	0%	0%	60%	19%	1%	16%	0%	0%	4%	100%	41%	14%	1%	3%	0%	0%	41%	100%
9:00	0%	0%	0%	0%	0%	0%	0%	0%	61%	17%	1%	19%	0%	2%	1%	100%	47%	17%	1%	5%	0%	0%	29%	100%
10:00	0%	0%	0%	0%	0%	0%	0%	0%	55%	13%	1%	17%	1%	1%	12%	100%	58%	19%	1%	7%	0%	0%	15%	100%
11:00	0%	0%	0%	0%	0%	0%	0%	0%	48%	9%	1%	15%	3%	1%	23%	100%	69%	21%	2%	9%	0%	0%	0%	100%
12:00	0%	0%	0%	0%	0%	0%	0%	0%	52%	11%	1%	12%	2%	1%	21%	100%	64%	24%	2%	10%	0%	0%	0%	100%
13:00	0%	0%	0%	0%	0%	0%	0%	0%	51%	9%	1%	13%	2%	1%	22%	100%	62%	27%	1%	9%	0%	0%	0%	100%
14:00	0%	0%	0%	0%	0%	0%	0%	0%	48%	8%	6%	7%	1%	1%	29%	100%	63%	25%	2%	9%	0%	0%	1%	100%
15:00	0%	0%	0%	0%	0%	0%	0%	0%	48%	8%	6%	7%	1%	1%	29%	100%	63%	25%	2%	9%	0%	0%	1%	100%
16:00	33%	9%	4%	2%	0%	0%	53%	100%	48%	8%	6%	7%	1%	1%	29%	100%	64%	24%	2%	9%	0%	0%	1%	100%
17:00	51%	10%	2%	2%	0%	0%	36%	100%	45%	4%	11%	3%	0%	1%	37%	100%	66%	22%	2%	7%	0%	0%	3%	100%
18:00	63%	11%	1%	2%	0%	0%	23%	100%	49%	9%	6%	8%	0%	1%	26%	100%	69%	20%	2%	6%	0%	0%	3%	100%
19:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
20:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
21:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
22:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%
23:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	14%	100%

Table T1-4

Lincoln Tunnel Portals: Vehicle Mixes
Existing Conditions 2003
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Start Time	Lincoln Tunnel Center Tube: Ramp J								Lincoln Tunnel Center Tube: Ramp B								Lincoln Tunnel Center Tube: Ramp H							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
1:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
2:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
3:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
4:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
5:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
6:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
7:00	50%	23%	0%	5%	0%	0%	21%	100%	54%	18%	0%	7%	0%	0%	20%	100%	2%	1%	0%	0%	0%	0%	97%	100%
8:00	48%	17%	0%	3%	0%	0%	31%	100%	54%	21%	0%	5%	0%	0%	19%	100%	0%	0%	0%	0%	0%	0%	99%	100%
9:00	52%	21%	0%	5%	0%	0%	22%	100%	62%	22%	0%	6%	0%	0%	10%	100%	18%	5%	0%	2%	0%	0%	75%	100%
10:00	61%	22%	1%	5%	0%	0%	11%	100%	71%	17%	0%	7%	0%	0%	5%	100%	0%	0%	0%	0%	0%	0%	100%	100%
11:00	69%	23%	2%	4%	0%	0%	1%	100%	79%	13%	1%	7%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
12:00	68%	26%	2%	3%	0%	0%	0%	100%	73%	17%	1%	9%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
13:00	65%	31%	1%	3%	0%	0%	0%	100%	69%	21%	1%	9%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
14:00	65%	31%	1%	3%	0%	0%	0%	100%	62%	25%	2%	12%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
15:00	65%	31%	1%	3%	0%	0%	0%	100%	62%	25%	2%	12%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
16:00	0%	0%	0%	0%	0%	0%	0%	0%	65%	24%	2%	9%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
17:00	0%	0%	0%	0%	0%	0%	0%	0%	68%	23%	2%	7%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
18:00	0%	0%	0%	0%	0%	0%	0%	0%	71%	21%	2%	6%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
19:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
20:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
21:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
22:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
23:00	58%	22%	1%	3%	0%	0%	15%	100%	59%	20%	0%	6%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%

Table T1-4

Lincoln Tunnel Portals: Vehicle Mixes
Existing Conditions 2003
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Start Time	Lincoln Tunnel Center Tube: Ramp I								Lincoln Tunnel Center Tube: Ramp I+J								Lincoln Tunnel Center Tube: Ramp I+H							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
1:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
2:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
3:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
4:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
5:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
6:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
7:00	71%	19%	1%	9%	0%	0%	0%	100%	56%	22%	1%	6%	0%	0%	15%	100%	24%	7%	0%	3%	0%	0%	66%	100%
8:00	71%	21%	2%	6%	0%	0%	0%	100%	54%	18%	1%	4%	0%	0%	24%	100%	20%	6%	0%	2%	0%	0%	72%	100%
9:00	64%	25%	2%	9%	0%	0%	0%	100%	55%	22%	1%	6%	0%	0%	16%	100%	31%	10%	1%	4%	0%	0%	54%	100%
10:00	68%	22%	2%	9%	0%	0%	0%	100%	56%	22%	1%	6%	0%	0%	16%	100%	27%	9%	1%	4%	0%	0%	60%	100%
11:00	71%	19%	1%	9%	0%	0%	0%	100%	56%	22%	1%	6%	0%	0%	16%	100%	24%	7%	0%	3%	0%	0%	66%	100%
12:00	71%	21%	2%	6%	0%	0%	0%	100%	54%	18%	1%	4%	0%	0%	24%	100%	20%	6%	0%	2%	0%	0%	72%	100%
13:00	64%	25%	2%	9%	0%	0%	0%	100%	55%	22%	1%	6%	0%	0%	16%	100%	31%	10%	1%	4%	0%	0%	54%	100%
14:00	64%	25%	2%	9%	0%	0%	0%	100%	60%	23%	2%	7%	0%	0%	8%	100%	47%	17%	1%	7%	0%	0%	28%	100%
15:00	64%	25%	2%	9%	0%	0%	0%	100%	60%	23%	2%	7%	0%	0%	8%	100%	47%	17%	1%	7%	0%	0%	28%	100%
16:00	65%	24%	2%	9%	0%	0%	0%	100%	65%	24%	2%	9%	0%	0%	0%	100%	63%	24%	2%	9%	0%	0%	2%	100%
17:00	68%	23%	2%	7%	0%	0%	0%	100%	68%	23%	2%	7%	0%	0%	0%	100%	64%	21%	2%	7%	0%	0%	6%	100%
18:00	71%	21%	2%	6%	0%	0%	0%	100%	71%	21%	2%	6%	0%	0%	0%	100%	67%	20%	2%	6%	0%	0%	6%	100%
19:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
20:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
21:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
22:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%
23:00	69%	23%	2%	7%	0%	0%	0%	100%	60%	20%	1%	5%	0%	0%	13%	100%	42%	14%	1%	4%	0%	0%	39%	100%

Table T1-4

Lincoln Tunnel Portals: Vehicle Mixes
Existing Conditions 2003
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Start Time	Lincoln Tunnel Center Tube: Ramp A								Lincoln Tunnel North Tube							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
1:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
2:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
3:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
4:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
5:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
6:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
7:00	71%	19%	1%	9%	0%	0%	0%	100%	48%	10%	1%	11%	4%	0%	27%	100%
8:00	71%	21%	2%	6%	0%	0%	0%	100%	44%	11%	1%	11%	4%	0%	30%	100%
9:00	64%	25%	2%	9%	0%	0%	0%	100%	38%	11%	1%	12%	4%	0%	32%	100%
10:00	65%	23%	2%	11%	0%	0%	0%	100%	41%	11%	2%	18%	5%	0%	21%	100%
11:00	66%	20%	1%	12%	0%	0%	0%	100%	44%	11%	2%	25%	6%	1%	11%	100%
12:00	59%	23%	1%	16%	0%	0%	0%	100%	44%	11%	3%	27%	5%	1%	10%	100%
13:00	60%	25%	1%	14%	0%	0%	0%	100%	46%	12%	3%	24%	5%	1%	10%	100%
14:00	62%	25%	2%	12%	0%	0%	0%	100%	44%	13%	2%	21%	4%	0%	16%	100%
15:00	62%	25%	2%	12%	0%	0%	0%	100%	44%	13%	2%	21%	4%	0%	16%	100%
16:00	65%	24%	2%	9%	0%	0%	0%	100%	41%	14%	1%	18%	2%	0%	23%	100%
17:00	68%	23%	2%	7%	0%	0%	0%	100%	43%	14%	1%	15%	2%	0%	24%	100%
18:00	71%	21%	2%	6%	0%	0%	0%	100%	44%	14%	2%	15%	1%	0%	24%	100%
19:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
20:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
21:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
22:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%
23:00	66%	23%	2%	9%	0%	0%	0%	100%	44%	12%	2%	17%	4%	0%	22%	100%

Table T1-5

Lincoln Tunnel Portals: Traffic Speeds
Existing Conditions 2003

(Page 1 of 2)

Section	Lincoln Tunnel South Tube					
Start Time	Lincoln Tunnel South Tube	Lincoln Tunnel South Tube	Ramp L	Ramp K	Ramp M	Ramp N
	vph	mph	mph	mph	mph	mph
0:00	664	30	30.0	30.0	0.0	30.0
1:00	412	30	30.0	0.0	0.0	30.0
2:00	310	30	30.0	0.0	0.0	30.0
3:00	338	30	30.0	0.0	0.0	30.0
4:00	498	30	30.0	0.0	0.0	30.0
5:00	1202	30	10.7	11.7	0.0	30.0
6:00	2468	7	7.0	7.6	0.0	30.0
7:00	2414	8	7.2	7.7	0.0	30.0
8:00	2438	7	6.8	8.0	0.0	30.0
9:00	2323	8	7.1	8.4	0.0	30.0
10:00	2170	8	7.5	8.9	0.0	30.0
11:00	2049	8	7.7	9.5	0.0	30.0
12:00	1466	30	9.9	10.9	0.0	30.0
13:00	1467	30	10.0	10.9	0.0	30.0
14:00	1390	30	10.1	11.2	0.0	30.0
15:00	1480	30	9.7	11.1	0.0	30.0
16:00	3119	6	6.2	4.3	0.0	9.1
17:00	2535	7	7.3	6.8	30.0	30.0
18:00	3159	6	6.1	4.1	30.0	30.0
19:00	1824	9	8.9	9.7	0.0	30.0
20:00	1333	30	10.5	11.2	0.0	30.0
21:00	1250	30	10.8	11.4	0.0	30.0
22:00	1473	30	10.2	10.6	0.0	30.0
23:00	1441	30	10.4	10.6	0.0	30.0

Table T1-5

Lincoln Tunnel Portals: Traffic Speeds
Existing Conditions 2003

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube									Lincoln Tunnel North Tube	Lincoln Tunnel North Tube
Start Time	Lincoln Tunnel Center Tube	Lincoln Tunnel Center Tube	Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A		
	vph	mph	mph	mph	mph	mph	mph	mph	mph	vph	mph
0:00	789	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	1053	30.0
1:00	678	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	587	30.0
2:00	451	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	387	30.0
3:00	428	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	331	30.0
4:00	691	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	444	30.0
5:00	492	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	750	30.0
6:00	2904	6.5	26.0	22.5	21.8	22.5	19.8	15.6	10.3	3003	6.3
7:00	3039	6.2	25.2	24.5	19.1	24.5	20.0	13.8	10.6	3259	5.7
8:00	2740	6.8	25.7	27.2	19.5	30.0	21.8	15.6	11.1	3002	6.3
9:00	2648	7.0	26.5	25.7	21.3	25.7	21.8	16.6	10.5	3667	4.9
10:00	2204	8.0	30.0	25.2	25.6	25.2	23.1	20.7	9.4	2624	7.1
11:00	1718	9.0	30.0	30.0	30.0	30.0	24.0	25.5	9.2	4129	3.9
12:00	1325	30.0	30.0	30.0	0.0	25.6	24.2	30.0	10.4	2418	7.5
13:00	1401	30.0	30.0	30.0	0.0	24.6	25.0	30.0	9.7	3460	5.3
14:00	1516	9.4	30.0	30.0	0.0	23.0	25.4	26.6	8.9	3148	6.0
15:00	1257	30.0	30.0	30.0	0.0	24.7	30.0	30.0	9.7	2370	7.6
16:00	3115	6.0	0.0	17.6	0.0	5.0	17.6	15.3	9.1	2686	7.0
17:00	2570	7.2	0.0	20.6	0.0	5.0	20.6	18.8	9.7	2236	7.9
18:00	2739	6.8	0.0	17.6	0.0	5.0	17.6	19.8	9.9	1514	9.4
19:00	1183	30.0	30.0	30.0	0.0	24.5	30.0	26.6	8.9	3182	5.9
20:00	1438	30.0	30.0	30.0	0.0	23.9	25.5	30.0	9.3	3050	6.2
21:00	849	30.0	30.0	30.0	0.0	30.0	30.0	30.0	9.6	3381	5.5
22:00	1111	30.0	30.0	30.0	0.0	25.4	30.0	30.0	9.2	3340	5.6
23:00	720	30.0	30.0	30.0	0.0	30.0	30.0	30.0	9.2	2781	6.8

Table T1-6

Lincoln Tunnel Portals: CO Emission Rates
Existing Conditions 2003
(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	1.18	0.14	0.14	0.14	0.14	0.12	0.00	0.05
1:00	0.63	0.08	0.08	0.08	0.14	0.00	0.00	0.05
2:00	0.43	0.05	0.05	0.05	0.11	0.00	0.00	0.04
3:00	0.48	0.06	0.06	0.06	0.12	0.00	0.00	0.04
4:00	0.81	0.10	0.10	0.10	0.17	0.00	0.00	0.06
5:00	2.55	0.31	0.31	0.31	0.30	0.30	0.00	0.05
6:00	3.65	0.44	0.44	0.44	0.69	0.80	0.00	0.08
7:00	3.67	0.44	0.44	0.44	0.67	0.82	0.00	0.09
8:00	3.69	0.44	0.44	0.44	0.73	0.78	0.00	0.09
9:00	3.51	0.42	0.42	0.42	0.70	0.72	0.00	0.08
10:00	3.25	0.39	0.39	0.39	0.62	0.64	0.00	0.07
11:00	3.04	0.37	0.37	0.37	0.60	0.55	0.00	0.08
12:00	3.25	0.39	0.39	0.39	0.37	0.39	0.00	0.05
13:00	3.22	0.39	0.39	0.39	0.36	0.39	0.00	0.06
14:00	2.90	0.35	0.35	0.35	0.35	0.35	0.00	0.05
15:00	3.14	0.38	0.38	0.38	0.39	0.36	0.00	0.07
16:00	4.34	0.52	0.52	0.52	0.78	1.48	0.00	0.27
17:00	3.60	0.43	0.43	0.43	0.63	0.86	0.01	0.12
18:00	4.43	0.53	0.53	0.53	0.79	1.59	0.00	0.09
19:00	2.67	0.32	0.32	0.32	0.46	0.52	0.00	0.10
20:00	2.91	0.35	0.35	0.35	0.33	0.35	0.00	0.06
21:00	2.68	0.32	0.32	0.32	0.31	0.34	0.00	0.05
22:00	3.30	0.40	0.40	0.40	0.37	0.42	0.00	0.05
23:00	3.21	0.38	0.38	0.38	0.35	0.42	0.00	0.05

Table T1-6

Lincoln Tunnel Portals: CO Emission Rates
Existing Conditions 2003
(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00					0.11	0.05	0.00	0.11	0.08	0.02	0.11
1:00					0.09	0.06	0.00	0.10	0.08	0.01	0.10
2:00					0.07	0.04	0.00	0.06	0.05	0.00	0.06
3:00					0.07	0.03	0.00	0.05	0.05	0.00	0.05
4:00					0.11	0.05	0.00	0.08	0.08	0.01	0.09
5:00					0.07	0.03	0.00	0.06	0.05	0.01	0.07
6:00	3.17	0.38	0.38	0.38	0.23	0.21	0.10	0.27	0.18	0.20	0.28
7:00	3.13	0.38	0.38	0.38	0.24	0.16	0.14	0.22	0.18	0.19	0.23
8:00	2.94	0.35	0.35	0.35	0.21	0.12	0.13	0.16	0.14	0.15	0.17
9:00	2.92	0.35	0.35	0.35	0.21	0.16	0.16	0.20	0.15	0.17	0.20
10:00	2.63	0.32	0.32	0.32	0.19	0.17	0.06	0.21	0.13	0.11	0.22
11:00	2.17	0.26	0.26	0.26	0.20	0.14	0.03	0.17	0.12	0.06	0.17
12:00					0.19	0.08	0.00	0.20	0.11	0.03	0.21
13:00					0.19	0.07	0.00	0.22	0.11	0.05	0.23
14:00					0.18	0.06	0.00	0.26	0.11	0.08	0.27
15:00					0.14	0.06	0.00	0.22	0.10	0.06	0.23
16:00					0.00	0.33	0.00	1.37	0.23	0.27	1.42
17:00					0.00	0.27	0.00	1.14	0.19	0.20	1.18
18:00					0.00	0.34	0.00	1.21	0.23	0.19	1.26
19:00					0.09	0.03	0.00	0.23	0.06	0.08	0.23
20:00					0.15	0.06	0.00	0.24	0.11	0.07	0.25
21:00					0.06	0.02	0.00	0.17	0.04	0.06	0.17
22:00					0.09	0.03	0.00	0.21	0.06	0.07	0.21
23:00					0.01	0.01	0.00	0.17	0.01	0.07	0.18

Table T1-7

LINCOLN TUNNEL PORTALS : PM10 EMISSION RATE
EXISTING CONDITIONS 2003
(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.0194	0.0110	0.0060	0.0023	0.0016	0.0021	0.0000	0.0009
1:00	0.0102	0.0058	0.0032	0.0012	0.0017	0.0000	0.0000	0.0011
2:00	0.0070	0.0040	0.0022	0.0008	0.0013	0.0000	0.0000	0.0008
3:00	0.0078	0.0045	0.0024	0.0009	0.0014	0.0000	0.0000	0.0008
4:00	0.0132	0.0075	0.0041	0.0016	0.0021	0.0000	0.0000	0.0011
5:00	0.0417	0.0238	0.0129	0.0050	0.0028	0.0040	0.0000	0.0009
6:00	0.0406	0.0231	0.0126	0.0049	0.0053	0.0091	0.0000	0.0016
7:00	0.0214	0.0122	0.0066	0.0026	0.0031	0.0041	0.0000	0.0009
8:00	0.0219	0.0125	0.0068	0.0026	0.0033	0.0044	0.0000	0.0009
9:00	0.0204	0.0116	0.0063	0.0025	0.0034	0.0038	0.0000	0.0006
10:00	0.0280	0.0160	0.0087	0.0034	0.0043	0.0047	0.0000	0.0012
11:00	0.0354	0.0202	0.0110	0.0043	0.0053	0.0053	0.0000	0.0021
12:00	0.0547	0.0312	0.0169	0.0066	0.0037	0.0042	0.0000	0.0013
13:00	0.0566	0.0323	0.0175	0.0068	0.0037	0.0045	0.0000	0.0016
14:00	0.0713	0.0407	0.0221	0.0086	0.0045	0.0062	0.0000	0.0017
15:00	0.0771	0.0440	0.0239	0.0093	0.0048	0.0063	0.0000	0.0023
16:00	0.0813	0.0463	0.0252	0.0098	0.0099	0.0228	0.0000	0.0062
17:00	0.0701	0.0400	0.0217	0.0084	0.0075	0.0184	0.0004	0.0036
18:00	0.0709	0.0404	0.0220	0.0085	0.0087	0.0216	0.0001	0.0024
19:00	0.0320	0.0183	0.0099	0.0038	0.0040	0.0066	0.0000	0.0019
20:00	0.0475	0.0271	0.0147	0.0057	0.0030	0.0047	0.0000	0.0012
21:00	0.0438	0.0250	0.0136	0.0053	0.0028	0.0045	0.0000	0.0010
22:00	0.0539	0.0307	0.0167	0.0065	0.0032	0.0054	0.0000	0.0010
23:00	0.0524	0.0299	0.0163	0.0063	0.0031	0.0054	0.0000	0.0011

Table T1-7

LINCOLN TUNNEL PORTALS : PM10 EMISSION RATE

EXISTING CONDITIONS 2003

(Page 2 of 2)

Lincoln Tunnel Center Tube										
Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec				g/sec
				105	65	80	77	45	45	80
0.0000				0.0020	0.0008	0.0000	0.0006	0.0013	0.0008	0.0006
0.0000				0.0016	0.0010	0.0000	0.0006	0.0013	0.0003	0.0003
0.0000				0.0012	0.0006	0.0000	0.0003	0.0009	0.0002	0.0002
0.0000				0.0013	0.0005	0.0000	0.0003	0.0008	0.0001	0.0001
0.0000				0.0020	0.0009	0.0000	0.0005	0.0013	0.0003	0.0002
0.0000				0.0013	0.0005	0.0000	0.0004	0.0008	0.0005	0.0004
0.0384	0.0219	0.0119	0.0046	0.0041	0.0033	0.0208	0.0015	0.0027	0.0075	0.0016
0.0763	0.0435	0.0237	0.0092	0.0056	0.0036	0.0246	0.0013	0.0029	0.0130	0.0014
0.0887	0.0506	0.0275	0.0106	0.0071	0.0026	0.0245	0.0010	0.0035	0.0128	0.0011
0.0651	0.0371	0.0202	0.0078	0.0050	0.0021	0.0167	0.0011	0.0027	0.0094	0.0015
0.0368	0.0210	0.0114	0.0044	0.0027	0.0016	0.0149	0.0012	0.0024	0.0081	0.0023
0.0121	0.0069	0.0037	0.0014	0.0013	0.0008	0.0087	0.0010	0.0022	0.0058	0.0024
0.0000				0.0011	0.0005	0.0000	0.0012	0.0029	0.0033	0.0016
0.0000				0.0011	0.0004	0.0000	0.0013	0.0020	0.0034	0.0021
0.0000				0.0010	0.0004	0.0000	0.0015	0.0013	0.0025	0.0027
0.0000				0.0008	0.0004	0.0000	0.0013	0.0011	0.0020	0.0021
0.0000				0.0000	0.0018	0.0000	0.0046	0.0013	0.0017	0.0025
0.0000				0.0000	0.0015	0.0000	0.0038	0.0010	0.0020	0.0021
0.0000				0.0000	0.0018	0.0000	0.0040	0.0013	0.0019	0.0019
0.0000				0.0017	0.0006	0.0000	0.0013	0.0010	0.0033	0.0027
0.0000				0.0028	0.0009	0.0000	0.0014	0.0017	0.0029	0.0024
0.0000				0.0010	0.0003	0.0000	0.0010	0.0006	0.0027	0.0022
0.0000				0.0017	0.0005	0.0000	0.0012	0.0010	0.0030	0.0025
0.0000				0.0002	0.0001	0.0000	0.0010	0.0002	0.0030	0.0024

Table T1-8

CO EMISSION FACTORS
2010

Analysis Year	Location	Pollutant		ARTERIAL	EXPRESS	ARTERIAL	EXPRESS		Light	Heavy Gas	Heavy Diese	Diesel	Cold Autos	Hot Autos	Cold SUVs	Hot SUVs
			SPEED	Auto	Auto	SUV	SUV	Taxi	Truck	Truck	Truck	Bus	Outbound	Inbound	Outbound	Inbound
2010	Midtown	CO	0.00	65.04	65.04	59.39	59.39	47.07	60.46	104.92	16.80	42.58	82.40	52.83	79.76	46.41
2010	Midtown	CO	2.5	26.02	26.02	23.76	23.76	18.83	24.18	41.97	6.72	17.03	32.96	21.13	31.90	18.57
2010	Midtown	CO	2.6	25.27	25.27	23.11	23.11	18.18	23.53	41.32	6.62	16.79	32.21	20.38	31.26	17.92
2010	Midtown	CO	2.7	24.57	24.57	22.52	22.52	17.58	22.92	40.72	6.54	16.57	31.52	19.69	30.67	17.33
2010	Midtown	CO	2.8	23.93	23.93	21.97	21.97	17.02	22.36	40.16	6.45	16.36	30.87	19.05	30.12	16.78
2010	Midtown	CO	2.9	23.33	23.33	21.46	21.46	16.51	21.84	39.64	6.38	16.17	30.27	18.45	29.60	16.27
2010	Midtown	CO	3.0	22.77	22.77	20.98	20.98	16.02	21.35	39.16	6.31	15.99	29.71	17.89	29.13	15.79
2010	Midtown	CO	4.0	18.71	18.71	17.50	17.50	12.51	17.81	35.64	5.79	14.68	25.65	13.83	25.65	12.31
2010	Midtown	CO	5.0	16.27	16.27	15.42	15.42	10.40	15.68	33.53	5.49	13.90	23.22	11.39	23.57	10.23
2010	Midtown	CO	6.0	14.81	14.81	14.14	14.14	9.09	14.38	29.79	4.92	12.46	21.75	9.93	22.29	8.95
2010	Midtown	CO	7.0	13.76	13.76	13.22	13.22	8.15	13.45	27.12	4.51	11.44	20.71	8.88	21.37	8.03
2010	Midtown	CO	8.0	12.98	12.98	12.54	12.54	7.45	12.75	25.12	4.21	10.67	19.92	8.10	20.68	7.35
2010	Midtown	CO	9.0	12.37	12.37	12.00	12.00	6.90	12.20	23.56	3.97	10.07	19.31	7.49	20.15	6.81
2010	Midtown	CO	10.0	11.88	11.88	11.57	11.57	6.47	11.77	22.31	3.78	9.59	18.82	7.00	19.72	6.38
2010	Midtown	CO	11.0	11.54	11.54	11.27	11.27	6.15	11.46	20.50	3.50	8.86	18.49	6.66	19.41	6.08
2010	Midtown	CO	12.0	11.26	11.26	11.01	11.01	5.88	11.20	19.00	3.26	8.25	18.21	6.38	19.16	5.82
2010	Midtown	CO	13.0	11.03	11.03	10.79	10.79	5.65	10.98	17.72	3.05	7.74	17.97	6.14	18.94	5.60
2010	Midtown	CO	14.0	10.82	10.82	10.61	10.61	5.46	10.79	16.63	2.88	7.30	17.77	5.94	18.76	5.42
2010	Midtown	CO	15.0	10.65	10.65	10.45	10.45	5.29	10.62	15.68	2.73	6.92	17.59	5.76	18.59	5.26
2010	Midtown	CO	16.0	10.49	10.49	10.31	10.31	5.14	10.48	14.67	2.56	6.49	17.44	5.61	18.45	5.12
2010	Midtown	CO	17.0	10.35	10.35	10.18	10.18	5.01	10.36	13.78	2.42	6.12	17.30	5.47	18.33	4.99
2010	Midtown	CO	18.0	10.23	10.23	10.07	10.07	4.89	10.24	12.99	2.28	5.79	17.18	5.35	18.22	4.88
2010	Midtown	CO	19.0	10.13	10.13	9.97	9.97	4.79	10.14	12.28	2.17	5.49	17.07	5.24	18.12	4.78
2010	Midtown	CO	20.0	10.03	10.03	9.88	9.88	4.70	10.05	11.65	2.06	5.22	16.97	5.15	18.03	4.69
2010	Midtown	CO	21.0	9.95	9.95	9.81	9.81	4.62	9.98	11.05	1.96	4.96	16.89	5.07	17.96	4.62
2010	Midtown	CO	22.0	9.88	9.88	9.74	9.74	4.55	9.91	10.51	1.87	4.73	16.82	4.99	17.89	4.55
2010	Midtown	CO	23.0	9.81	9.81	9.68	9.68	4.48	9.85	10.01	1.78	4.51	16.76	4.93	17.83	4.49
2010	Midtown	CO	24.0	9.75	9.75	9.63	9.63	4.42	9.79	9.56	1.70	4.31	16.70	4.87	17.78	4.44
2010	Midtown	CO	25.0	9.70	9.70	9.58	9.58	4.37	9.74	9.14	1.63	4.13	16.64	4.81	17.72	4.39
2010	Midtown	CO	26.0	9.67	9.67	9.55	9.55	4.34	9.72	8.78	1.56	3.96	16.61	4.79	17.70	4.36
2010	Midtown	CO	27.0	9.64	9.64	9.53	9.53	4.32	9.70	8.44	1.50	3.81	16.59	4.76	17.68	4.34
2010	Midtown	CO	28.0	9.62	9.62	9.51	9.51	4.29	9.68	8.13	1.45	3.67	16.57	4.74	17.66	4.32
2010	Midtown	CO	29.0	9.60	9.60	9.49	9.49	4.27	9.66	7.85	1.40	3.54	16.54	4.72	17.64	4.30
2010	Midtown	CO	30.0	9.58	9.58	9.47	9.47	4.25	9.64	7.58	1.35	3.42	16.52	4.70	17.62	4.28
2010	Midtown	CO	31.0	9.60	9.60	9.49	9.49	4.26	9.65	7.36	1.31	3.31	16.54	4.71	17.64	4.30
2010	Midtown	CO	32.0	9.61	9.61	9.50	9.50	4.27	9.67	7.17	1.27	3.22	16.56	4.73	17.65	4.31
2010	Midtown	CO	33.0	9.63	9.63	9.52	9.52	4.28	9.68	6.98	1.23	3.12	16.57	4.74	17.66	4.33
2010	Midtown	CO	34.0	9.64	9.64	9.53	9.53	4.29	9.70	6.80	1.20	3.04	16.59	4.76	17.68	4.34
2010	Midtown	CO	35.0	9.65	9.65	9.54	9.54	4.30	9.71	6.64	1.17	2.96	16.60	4.77	17.69	4.35
2010	Midtown	CO	36.0	9.74	9.74	9.62	9.62	4.37	9.79	6.53	1.14	2.90	16.69	4.86	17.77	4.43
2010	Midtown	CO	37.0	9.82	9.82	9.70	9.70	4.45	9.87	6.42	1.12	2.84	16.77	4.94	17.84	4.51
2010	Midtown	CO	38.0	9.90	9.90	9.77	9.77	4.52	9.94	6.32	1.10	2.78	16.84	5.02	17.92	4.58
2010	Midtown	CO	39.0	9.97	9.97	9.84	9.84	4.58	10.01	6.23	1.08	2.73	16.92	5.09	17.98	4.65
2010	Midtown	CO	40.0	10.04	10.04	9.90	9.90	4.64	10.08	6.14	1.06	2.68	16.99	5.16	18.05	4.71
2010	Midtown	CO	41.0	10.13	10.13	9.98	9.98	4.72	10.16	6.11	1.05	2.65	17.07	5.24	18.13	4.79
2010	Midtown	CO	42.0	10.21	10.21	10.05	10.05	4.79	10.23	6.08	1.03	2.62	17.15	5.33	18.20	4.86
2010	Midtown	CO	43.0	10.29	10.29	10.13	10.13	4.86	10.31	6.06	1.02	2.59	17.23	5.40	18.27	4.94
2010	Midtown	CO	44.0	10.36	10.36	10.19	10.19	4.93	10.38	6.03	1.01	2.57	17.30	5.48	18.34	5.00
2010	Midtown	CO	45.0	10.43	10.43	10.26	10.26	4.99	10.45	6.01	1.00	2.54	17.37	5.55	18.41	5.07
2010	Midtown	CO	46.0	10.51	10.51	10.34	10.34	5.07	10.53	6.05	1.00	2.54	17.46	5.63	18.49	5.15
2010	Midtown	CO	47.0	10.59	10.59	10.41	10.41	5.14	10.60	6.09	1.00	2.53	17.54	5.71	18.56	5.22
2010	Midtown	CO	48.0	10.67	10.67	10.49	10.49	5.21	10.68	6.13	1.00	2.53	17.62	5.79	18.63	5.30
2010	Midtown	CO	49.0	10.75	10.75	10.55	10.55	5.28	10.75	6.17	1.00	2.52	17.69	5.86	18.70	5.36
2010	Midtown	CO	50.0	10.82	10.82	10.62	10.62	5.34	10.81	6.20	0.99	2.52	17.76	5.93	18.77	5.43
2010	Midtown	CO	51.0	10.90	10.90	10.70	10.70	5.42	10.89	6.33	1.00	2.54	17.85	6.02	18.85	5.51
2010	Midtown	CO	52.0	10.98	10.98	10.77	10.77	5.49	10.97	6.44	1.01	2.56	17.93	6.10	18.92	5.58
2010	Midtown	CO	53.0	11.06	11.06	10.85	10.85	5.56	11.04	6.56	1.02	2.58	18.00	6.18	18.99	5.66
2010	Midtown	CO	54.0	11.13	11.13	10.91	10.91	5.63	11.11	6.67	1.03	2.60	18.08	6.25	19.06	5.73
2010	Midtown	CO	55.0	11.21	11.21	10.98	10.98	5.69	11.18	6.77	1.03	2.62	18.15	6.32	19.13	5.79

Table T1-9

PM10 EMISSION FACTORS

2010

Analysis Year	Pollutant	Roadway Type	Auto EF	SUV EF	Taxi EF	Light Truck EF	Heavy Diesel EF	Diesel Bus EF	Idle Heavy Diesel	Idle Diesel Bus
			g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/veh-hr	g/veh-hr
2010	PM10	express	0.0250	0.0251	0.0247	0.0251	0.1760	0.0313	1.0902	0.3680
2010	PM10	Tunnel	0.0250	0.0251	0.0247	0.0251	0.1760	0.0313	1.0902	0.3680

Analysis Year	Pollutant	Roadway Type	SILT LOADING	K FACTOR	LEET WEIGH	C FACTOR
			g/m2	g/vmt	ton	
2010	PM10	express	0.015	7.30	3.00	0.2119
2010	PM10	Tunnel		g/vmt	0.153	0.066
					Total Measured PM	Total Exhaust PM

Notes:

1. Number of rainy days in New York is 140 per year.
2. Total in-tunnel emissions factor 0.153 g/vmt as measured in the Ted Williams Tunnel.
3. Paved dust for tunnels is estimated using the latest AP-42 approach.
4. Idle emissions were obtained from the Mob 6.2 program.

Table T1-10

PM2.5 Emission Factors
2010

							Heavy	Heavy		Idle	Idle
Analysis Year	Pollutant	Roadway Type	Auto EF	SUV EF	Taxi EF	Light Truck	GasTruck	Diesel Truck	Diesel Bus	Heavy Diesel	Diesel Bus
			g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/hr	g/hr
2010	PM25	Express	0.0115	0.0116	0.0112	0.0116	0.0420	0.1379	0.0288	1.0030	0.4130
2010	PM25	Tunnel	0.0115	0.0116	0.0112	0.0116	0.0420	0.1379	0.0288	1.0030	0.4130

Analysis Year	Pollutant	Roadway Type	SILT LOADING	K FACTOR	FLEET WEIGHT	C FACTOR	Paved Dust
							g/vmt
2010	PM25	Express	0.000	0.00	0.00	0.0000	0.000
2010	PM25	Tunnel					0.000

Notes:

1. Number of rainy days in New York is 140 per year.
2. Fugitive dust emission factor was set to zero according to AP-42 recommendations.
3. Idle emissions were obtained from the Mob 6.2 program.

Table T1-11

Lincoln Tunnel Portals: Traffic Volumes
W/Proposed Action 2010
(Page 1 of 2)

Section	Lincoln Tunnel South Tube					
Start Time	Lincoln Tunnel South Tube	Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube
	vph	vph	vph	vph	vph	vph
0:00	698	417	281	0	224	1055
1:00	425	425	0	0	256	715
2:00	319	319	0	0	198	467
3:00	348	348	0	0	203	442
4:00	514	514	0	0	260	713
5:00	1241	702	539	0	221	502
6:00	2569	1344	1225	0	386	2970
7:00	2521	1312	1210	0	376	3124
8:00	2607	1436	1171	0	404	2886
9:00	2483	1391	1092	0	344	2781
10:00	2295	1285	1010	0	340	2284
11:00	2159	1249	909	0	398	1775
12:00	1556	884	673	0	263	1388
13:00	1556	869	686	0	300	1455
14:00	1490	857	634	0	274	1587
15:00	1583	934	649	0	360	1328
16:00	3272	1505	1766	0	977	3333
17:00	2676	1324	1352	239	465	2794
18:00	3306	1503	1803	70	397	2918
19:00	1964	1070	894	0	465	1261
20:00	1594	934	660	0	317	1682
21:00	1293	689	603	0	249	834
22:00	1525	794	731	0	247	1106
23:00	1491	761	730	0	254	732
	41486	22866	18620	309	8179	40133

Table T1-11

Lincoln Tunnel Portals: Traffic Volumes
W/Proposed Action 2010
(Page 2 of 2)

Section	Lincoln Tunnel Center Tube							Lincoln Tunnel North Tube
Start Time	Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A	
	vph	vph	vph	vph	vph	vph	vph	vph
0:00	377	269	0	677	646	409	934	1927
1:00	298	334	0	416	632	82	207	684
2:00	229	193	0	238	423	44	115	423
3:00	242	172	0	199	415	27	72	355
4:00	377	285	0	336	662	51	136	475
5:00	245	162	0	257	407	95	249	801
6:00	779	1043	1148	1043	1300	1670	1116	3078
7:00	850	883	1390	883	1292	1832	977	3353
8:00	813	719	1354	719	1172	1714	735	3113
9:00	744	839	1198	839	1164	1617	1017	2730
10:00	609	854	822	854	1035	1249	1590	3800
11:00	604	692	479	692	950	825	1649	4266
12:00	559	408	0	829	967	421	1068	2583
13:00	550	350	0	905	900	555	1425	3669
14:00	529	356	0	1058	885	702	1809	3346
15:00	410	369	0	919	778	550	1419	2511
16:00	0	1586	0	3333	1586	1747	1747	2842
17:00	0	1313	0	2794	1313	1481	1481	2382
18:00	0	1582	0	2918	1582	1336	1336	1608
19:00	327	258	0	934	586	676	1776	3329
20:00	569	505	0	1113	1074	608	1595	3196
21:00	193	94	0	642	287	548	1440	3557
22:00	316	164	0	790	480	626	1644	3516
23:00	36	45	0	696	81	651	1693	3056
	9657	13474	6392	24084	20615	19517	27230	60599

Table T1-12

Lincoln Tunnel Portals: Vehicle Mixes
Proposed Action 2010
(Page 1 of 5)

Start Time	Lincoln Tunnel South Tube								Lincoln Tunnel South Tube: Ramp L								Lincoln Tunnel South Tube: Ramp K							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%
1:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%
2:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%
3:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%
4:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%
5:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%
6:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%
7:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%
8:00	66%	14%	2%	15%	1%	1%	1%	100%	60%	18%	2%	18%	1%	0%	1%	100%	76%	8%	1%	11%	0%	2%	2%	100%
9:00	63%	14%	3%	13%	1%	1%	6%	100%	58%	18%	3%	15%	1%	0%	4%	100%	71%	9%	1%	9%	0%	1%	8%	100%
10:00	63%	14%	3%	13%	1%	1%	6%	100%	58%	18%	3%	15%	1%	0%	4%	100%	71%	9%	1%	9%	0%	1%	8%	100%
11:00	60%	13%	4%	12%	1%	1%	8%	100%	54%	18%	4%	15%	2%	1%	6%	100%	72%	7%	2%	8%	1%	1%	9%	100%
12:00	58%	13%	5%	12%	2%	1%	10%	100%	50%	19%	5%	15%	2%	2%	8%	100%	73%	6%	3%	7%	1%	1%	10%	100%
13:00	59%	13%	4%	12%	1%	1%	9%	100%	52%	18%	4%	15%	2%	1%	7%	100%	72%	6%	3%	8%	1%	1%	9%	100%
14:00	55%	14%	4%	8%	1%	1%	17%	100%	54%	18%	5%	11%	1%	1%	11%	100%	61%	10%	2%	5%	0%	0%	20%	100%
15:00	55%	14%	4%	8%	1%	1%	17%	100%	54%	18%	5%	11%	1%	1%	11%	100%	61%	10%	2%	5%	0%	0%	20%	100%
16:00	55%	14%	4%	8%	1%	1%	17%	100%	54%	18%	5%	11%	1%	1%	11%	100%	61%	10%	2%	5%	0%	0%	20%	100%
17:00	53%	15%	4%	5%	0%	0%	23%	100%	58%	17%	5%	6%	1%	0%	14%	100%	49%	15%	2%	4%	0%	0%	31%	100%
18:00	58%	15%	3%	7%	1%	0%	16%	100%	59%	18%	3%	9%	1%	0%	10%	100%	59%	12%	2%	5%	0%	0%	21%	100%
19:00	58%	15%	3%	7%	1%	0%	16%	100%	59%	18%	3%	9%	1%	0%	10%	100%	59%	12%	2%	5%	0%	0%	21%	100%
20:00	63%	15%	2%	10%	1%	1%	9%	100%	61%	19%	2%	11%	1%	0%	6%	100%	68%	10%	2%	7%	0%	1%	12%	100%
21:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%
22:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%
23:00	60%	14%	3%	10%	1%	1%	11%	100%	57%	18%	3%	13%	1%	1%	7%	100%	67%	10%	2%	7%	0%	1%	14%	100%

Table T1-12

Lincoln Tunnel Portals: Vehicle Mixes
Proposed Action 2010
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Start Time	Lincoln Tunnel South Tube: Ramp M								Lincoln Tunnel South Tube: Ramp N								Lincoln Tunnel Center Tube							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%
1:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%
2:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%
3:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%
4:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%
5:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%
6:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%
7:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%
8:00	0%	0%	0%	0%	0%	0%	0%	0%	61%	19%	1%	16%	0%	0%	4%	100%	42%	15%	0%	4%	0%	0%	39%	100%
9:00	0%	0%	0%	0%	0%	0%	0%	0%	59%	17%	1%	14%	0%	0%	8%	100%	50%	18%	1%	5%	0%	0%	26%	100%
10:00	0%	0%	0%	0%	0%	0%	0%	0%	60%	18%	1%	15%	0%	0%	6%	100%	50%	18%	1%	5%	0%	0%	26%	100%
11:00	0%	0%	0%	0%	0%	0%	0%	0%	56%	14%	1%	13%	1%	1%	13%	100%	57%	21%	1%	8%	0%	0%	13%	100%
12:00	0%	0%	0%	0%	0%	0%	0%	0%	52%	11%	1%	12%	2%	1%	21%	100%	63%	24%	2%	11%	0%	0%	0%	100%
13:00	0%	0%	0%	0%	0%	0%	0%	0%	54%	13%	1%	13%	1%	1%	17%	100%	60%	22%	1%	10%	0%	0%	7%	100%
14:00	0%	0%	0%	0%	0%	0%	0%	0%	49%	8%	6%	7%	1%	1%	28%	100%	65%	23%	2%	9%	0%	0%	2%	100%
15:00	0%	0%	0%	0%	0%	0%	0%	0%	49%	8%	6%	7%	1%	1%	28%	100%	65%	23%	2%	9%	0%	0%	2%	100%
16:00	51%	10%	2%	2%	0%	0%	36%	100%	49%	8%	6%	7%	1%	1%	28%	100%	65%	23%	2%	9%	0%	0%	2%	100%
17:00	51%	10%	2%	2%	0%	0%	36%	100%	46%	4%	10%	3%	0%	1%	36%	100%	66%	22%	2%	6%	0%	0%	3%	100%
18:00	51%	10%	2%	1%	0%	0%	36%	100%	59%	17%	1%	13%	0%	0%	9%	100%	63%	22%	2%	6%	0%	0%	7%	100%
19:00	51%	10%	2%	1%	0%	0%	36%	100%	59%	17%	1%	13%	0%	0%	9%	100%	63%	22%	2%	6%	0%	0%	7%	100%
20:00	51%	10%	2%	1%	0%	0%	37%	100%	57%	15%	1%	11%	1%	1%	14%	100%	60%	21%	1%	6%	0%	0%	12%	100%
21:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%
22:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%
23:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	13%	100%

Table T1-12

Lincoln Tunnel Portals: Vehicle Mixes
Proposed Action 2010
(Page 3 of 5)

Start Time	Lincoln Tunnel Center Tube: Ramp J								Lincoln Tunnel Center Tube: Ramp B								Lincoln Tunnel Center Tube: Ramp H							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
1:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
2:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
3:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
4:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
5:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
6:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
7:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
8:00	49%	17%	0%	3%	0%	0%	30%	100%	55%	22%	0%	5%	0%	0%	17%	100%	0%	0%	0%	0%	0%	0%	99%	100%
9:00	54%	20%	1%	4%	0%	0%	22%	100%	60%	21%	0%	6%	0%	0%	13%	100%	0%	0%	0%	0%	0%	0%	100%	100%
10:00	51%	19%	1%	3%	0%	0%	26%	100%	57%	21%	0%	6%	0%	0%	15%	100%	0%	0%	0%	0%	0%	0%	100%	100%
11:00	58%	22%	1%	5%	0%	0%	13%	100%	65%	19%	0%	8%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
12:00	65%	25%	2%	7%	0%	0%	0%	100%	73%	17%	1%	9%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
13:00	62%	23%	2%	6%	0%	0%	7%	100%	69%	18%	0%	8%	0%	0%	4%	100%	0%	0%	0%	0%	0%	0%	0%	0%
14:00	62%	23%	2%	6%	0%	0%	7%	100%	69%	18%	0%	8%	0%	0%	4%	100%	0%	0%	0%	0%	0%	0%	0%	0%
15:00	62%	23%	2%	6%	0%	0%	7%	100%	68%	23%	2%	7%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
16:00	0%	0%	0%	0%	0%	0%	0%	0%	68%	23%	2%	7%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
17:00	0%	0%	0%	0%	0%	0%	0%	0%	68%	23%	2%	7%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
18:00	55%	20%	1%	3%	0%	0%	22%	100%	60%	22%	0%	5%	0%	0%	13%	100%	0%	0%	0%	0%	0%	0%	100%	100%
19:00	55%	20%	1%	3%	0%	0%	22%	100%	60%	22%	0%	5%	0%	0%	13%	100%	0%	0%	0%	0%	0%	0%	100%	100%
20:00	60%	22%	1%	3%	0%	0%	14%	100%	65%	22%	0%	4%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
21:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
22:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
23:00	58%	22%	1%	4%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%

Table T1-12

Lincoln Tunnel Portals: Vehicle Mixes
Proposed Action 2010
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Start Time	Lincoln Tunnel Center Tube: Ramp I								Lincoln Tunnel Center Tube: Ramp I+J								Lincoln Tunnel Center Tube: Ramp I+H							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
1:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
2:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
3:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
4:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
5:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
6:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
7:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
8:00	71%	21%	1%	6%	0%	0%	0%	100%	55%	18%	1%	4%	0%	0%	22%	100%	23%	7%	0%	2%	0%	0%	68%	100%
9:00	70%	22%	1%	7%	0%	0%	0%	100%	58%	20%	1%	4%	0%	0%	18%	100%	30%	9%	1%	3%	0%	0%	57%	100%
10:00	70%	22%	1%	7%	0%	0%	0%	100%	58%	20%	1%	4%	0%	0%	18%	100%	30%	9%	1%	3%	0%	0%	57%	100%
11:00	70%	21%	1%	7%	0%	0%	0%	100%	57%	19%	1%	3%	0%	0%	20%	100%	25%	8%	1%	3%	0%	0%	64%	100%
12:00	70%	21%	1%	8%	0%	0%	0%	100%	56%	19%	1%	2%	0%	0%	22%	100%	20%	6%	0%	3%	0%	0%	71%	100%
13:00	70%	21%	1%	8%	0%	0%	0%	100%	57%	19%	1%	3%	0%	0%	21%	100%	22%	7%	0%	3%	0%	0%	67%	100%
14:00	69%	22%	2%	8%	0%	0%	0%	100%	63%	21%	1%	3%	0%	0%	11%	100%	42%	14%	1%	5%	0%	0%	38%	100%
15:00	69%	22%	2%	8%	0%	0%	0%	100%	63%	21%	1%	3%	0%	0%	11%	100%	42%	14%	1%	5%	0%	0%	38%	100%
16:00	69%	22%	2%	8%	0%	0%	0%	100%	63%	21%	1%	3%	0%	0%	11%	100%	42%	14%	1%	5%	0%	0%	38%	100%
17:00	68%	23%	2%	7%	0%	0%	0%	100%	70%	24%	2%	5%	0%	0%	0%	100%	64%	22%	2%	7%	0%	0%	6%	100%
18:00	69%	23%	2%	6%	0%	0%	0%	100%	67%	23%	1%	4%	0%	0%	5%	100%	52%	18%	2%	5%	0%	0%	23%	100%
19:00	69%	23%	2%	6%	0%	0%	0%	100%	67%	23%	1%	4%	0%	0%	5%	100%	52%	18%	2%	5%	0%	0%	23%	100%
20:00	70%	23%	2%	6%	0%	0%	0%	100%	64%	22%	1%	4%	0%	0%	10%	100%	40%	13%	1%	4%	0%	0%	41%	100%
21:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
22:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
23:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%

Table T1-12

Lincoln Tunnel Portals: Vehicle Mixes
Proposed Action 2010
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Start Time	Lincoln Tunnel Center Tube: Ramp A								Lincoln Tunnel North Tube							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%
1:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%
2:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%
3:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%
4:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%
5:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%
6:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%
7:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%
8:00	69%	21%	1%	9%	0%	0%	0%	100%	42%	10%	4%	11%	4%	0%	29%	100%
9:00	67%	21%	2%	10%	0%	0%	0%	100%	42%	11%	4%	14%	4%	0%	25%	100%
10:00	67%	21%	2%	10%	0%	0%	0%	100%	42%	11%	4%	14%	4%	0%	25%	100%
11:00	63%	22%	1%	13%	0%	0%	0%	100%	43%	11%	5%	20%	4%	0%	17%	100%
12:00	59%	23%	1%	16%	0%	0%	0%	100%	43%	10%	6%	26%	5%	1%	10%	100%
13:00	61%	23%	1%	15%	0%	0%	0%	100%	43%	11%	5%	23%	5%	0%	13%	100%
14:00	64%	23%	2%	12%	0%	0%	0%	100%	44%	12%	4%	20%	4%	0%	16%	100%
15:00	64%	23%	2%	12%	0%	0%	0%	100%	44%	12%	4%	20%	4%	0%	16%	100%
16:00	64%	23%	2%	12%	0%	0%	0%	100%	44%	12%	4%	20%	4%	0%	16%	100%
17:00	68%	23%	2%	7%	0%	0%	0%	100%	44%	14%	2%	14%	2%	0%	23%	100%
18:00	67%	23%	2%	8%	0%	0%	0%	100%	42%	13%	5%	15%	3%	0%	22%	100%
19:00	67%	23%	2%	8%	0%	0%	0%	100%	42%	13%	5%	15%	3%	0%	22%	100%
20:00	66%	23%	2%	9%	0%	0%	0%	100%	40%	11%	8%	16%	3%	0%	21%	100%
21:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%
22:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%
23:00	66%	22%	2%	10%	0%	0%	0%	100%	42%	11%	5%	17%	4%	0%	21%	100%

Table T1-13

Lincoln Tunnel Portals: Traffic Speeds
Proposed Action 2010

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Section	Lincoln Tunnel South Tube					
Start Time	Lincoln Tunnel South Tube	Lincoln Tunnel South Tube	Ramp L	Ramp K	Ramp M	Ramp N
	vph	mph	mph	mph	mph	mph
0:00	698	30	30	30	-	30
1:00	425	30	30	0	-	30
2:00	319	30	30	0	-	30
3:00	348	30	30	0	-	30
4:00	514	30	12	0	-	30
5:00	1241	30	11	12	-	30
6:00	2569	7	7	7	-	30
7:00	2521	7	7	7	-	30
8:00	2607	7	6	8	-	30
9:00	2483	7	6	8	-	30
10:00	2295	8	7	9	-	30
11:00	2159	8	7	9	-	30
12:00	1556	9	9	11	-	30
13:00	1556	9	10	11	-	30
14:00	1490	30	10	11	-	30
15:00	1583	9	9	11	-	30
16:00	3272	6	6	4	-	9
17:00	2676	7	7	7	30	30
18:00	3306	6	6	4	30	30
19:00	1964	8	8	9	-	30
20:00	1594	9	9	11	-	30
21:00	1293	30	11	11	-	30
22:00	1525	9	10	10	-	30
23:00	1491	30	10	10	-	30

Table T1-13

Lincoln Tunnel Portals: Traffic Speeds
Proposed Action 2010

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Section	Lincoln Tunnel Center Tube									Lincoln Tunnel North Tube	Lincoln Tunnel North Tube
Start Time	Lincoln Tunnel Center Tube	Lincoln Tunnel Center Tube	Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A		
	vph	mph	mph	mph	mph	mph	mph	mph	mph	vph	mph
0:00	1055	30.0	30.0	30.0	-	30.0	30.0	30.0	10.6	1927	8.5
1:00	715	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	684	30.0
2:00	467	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	423	30.0
3:00	442	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	355	30.0
4:00	713	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	475	30.0
5:00	502	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	801	30.0
6:00	2970	6.4	25.7	22.6	21.3	22.6	19.5	15.1	10.3	3078	6.1
7:00	3124	6.0	24.9	24.5	18.4	24.5	19.6	13.2	10.5	3353	5.5
8:00	2886	6.5	25.3	26.4	18.9	26.4	21.0	14.6	11.1	3113	6.1
9:00	2781	6.8	26.1	25.0	20.7	25.0	21.1	15.7	10.5	2730	6.9
10:00	2284	7.8	30.0	24.8	25.2	24.8	22.7	20.1	9.3	3800	4.6
11:00	1775	8.9	30.0	30.0	30.0	30.0	23.7	25.2	9.1	4266	3.6
12:00	1388	30.0	30.0	30.0	-	25.1	23.5	30.0	10.4	2583	7.2
13:00	1455	30.0	30.0	30.0	-	24.2	24.3	30.0	9.6	3669	4.9
14:00	1587	9.3	30.0	30.0	-	22.4	24.5	26.6	8.8	3346	5.6
15:00	1328	30.0	30.0	30.0	-	24.1	25.7	30.0	9.6	2511	7.3
16:00	3333	5.6	-	16.1	-	5.0	16.1	14.2	8.9	2842	6.6
17:00	2794	6.7	-	19.4	-	5.0	19.4	17.4	9.5	2382	7.6
18:00	2918	6.5	-	16.2	-	5.0	16.2	19.1	9.8	1608	9.2
19:00	1261	30.0	30.0	30.0	-	23.9	30.0	30.0	8.9	3329	5.6
20:00	1682	9.1	30.0	30.0	-	21.7	22.2	30.0	9.2	3196	5.9
21:00	834	30.0	30.0	30.0	-	30.0	30.0	30.0	9.6	3557	5.1
22:00	1106	30.0	30.0	30.0	-	25.6	30.0	30.0	9.1	3516	5.2
23:00	732	30.0	30.0	30.0	-	30.0	30.0	30.0	9.0	3056	6.2

Table T1-14

LINCOLN TUNNEL PORTAL : CO EMISSION RATE
W/PROPOSED ACTION 2010

(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.71	0.40	0.22	0.08	0.08	0.07	0.00	0.03
1:00	0.36	0.21	0.11	0.04	0.08	0.00	0.00	0.03
2:00	0.25	0.14	0.08	0.03	0.06	0.00	0.00	0.02
3:00	0.28	0.16	0.09	0.03	0.06	0.00	0.00	0.02
4:00	0.47	0.27	0.15	0.06	0.11	0.00	0.00	0.03
5:00	1.49	0.85	0.46	0.18	0.16	0.16	0.00	0.03
6:00	2.16	1.23	0.67	0.26	0.38	0.44	0.00	0.05
7:00	2.12	1.21	0.66	0.25	0.36	0.43	0.00	0.05
8:00	2.20	1.25	0.68	0.26	0.43	0.42	0.00	0.05
9:00	2.10	1.19	0.65	0.25	0.40	0.38	0.00	0.04
10:00	1.94	1.10	0.60	0.23	0.36	0.34	0.00	0.04
11:00	1.82	1.04	0.56	0.22	0.34	0.30	0.00	0.05
12:00	1.27	0.72	0.39	0.15	0.21	0.21	0.00	0.03
13:00	1.28	0.73	0.40	0.15	0.21	0.21	0.00	0.03
14:00	1.81	1.03	0.56	0.22	0.20	0.19	0.00	0.03
15:00	1.30	0.74	0.40	0.16	0.22	0.20	0.00	0.04
16:00	2.69	1.53	0.83	0.32	0.46	0.87	0.00	0.16
17:00	2.22	1.27	0.69	0.27	0.36	0.50	0.01	0.04
18:00	2.70	1.54	0.84	0.32	0.45	0.91	0.00	0.05
19:00	1.64	0.93	0.51	0.20	0.27	0.28	0.00	0.06
20:00	1.31	0.75	0.41	0.16	0.23	0.20	0.00	0.04
21:00	1.57	0.89	0.49	0.19	0.16	0.18	0.00	0.03
22:00	1.24	0.71	0.39	0.15	0.19	0.23	0.00	0.03
23:00	1.87	1.07	0.58	0.22	0.18	0.23	0.00	0.03

Table T1-14

LINCOLN TUNNEL PORTAL : CO EMISSION RATE
W/PROPOSED ACTION 2010

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00	0.00				0.06	0.03	0.00	0.09	0.04	0.02	0.15
1:00	0.00				0.05	0.03	0.00	0.05	0.04	0.00	0.03
2:00	0.00				0.04	0.02	0.00	0.03	0.03	0.00	0.02
3:00	0.00				0.04	0.02	0.00	0.03	0.03	0.00	0.01
4:00	0.00				0.06	0.03	0.00	0.04	0.04	0.00	0.02
5:00	0.00				0.04	0.02	0.00	0.03	0.03	0.00	0.03
6:00	1.89	1.08	0.59	0.23	0.12	0.11	0.08	0.14	0.10	0.11	0.18
7:00	1.89	1.08	0.59	0.23	0.14	0.09	0.11	0.11	0.09	0.13	0.16
8:00	1.90	1.08	0.59	0.23	0.12	0.07	0.11	0.09	0.08	0.11	0.12
9:00	1.84	1.05	0.57	0.22	0.11	0.08	0.09	0.11	0.08	0.11	0.16
10:00	1.60	0.91	0.50	0.19	0.09	0.08	0.05	0.11	0.07	0.07	0.27
11:00	1.33	0.76	0.41	0.16	0.10	0.07	0.02	0.09	0.06	0.04	0.28
12:00	0.00				0.10	0.04	0.00	0.11	0.06	0.02	0.17
13:00	0.00				0.09	0.04	0.00	0.12	0.06	0.02	0.23
14:00	0.00				0.09	0.04	0.00	0.14	0.06	0.04	0.31
15:00	0.00				0.07	0.04	0.00	0.12	0.05	0.03	0.23
16:00	0.00				0.00	0.18	0.00	0.71	0.12	0.13	0.29
17:00	0.00				0.00	0.15	0.00	0.59	0.10	0.11	0.24
18:00	0.00				0.00	0.18	0.00	0.62	0.13	0.09	0.22
19:00	0.00				0.05	0.03	0.00	0.12	0.04	0.04	0.30
20:00	0.00				0.09	0.05	0.00	0.15	0.08	0.03	0.27
21:00	0.00				0.03	0.01	0.00	0.08	0.02	0.03	0.24
22:00	0.00				0.05	0.02	0.00	0.10	0.03	0.03	0.28
23:00	0.00				0.01	0.00	0.00	0.09	0.01	0.03	0.28

Table T1-15

Lincoln Tunnel Portals: PM10 Emission Rates

W/Proposed Action 2010

(Page 1 of 2)

Section	Lincoln Tunnel South Tube								
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80	
0:00	0.009	0.005	0.003	0.001	0.001	0.001	0.000	0.000	0.000
1:00	0.005	0.003	0.001	0.001	0.001	0.000	0.000	0.000	0.000
2:00	0.003	0.002	0.001	0.000	0.001	0.000	0.000	0.000	0.000
3:00	0.004	0.002	0.001	0.000	0.001	0.000	0.000	0.000	0.000
4:00	0.006	0.004	0.002	0.001	0.001	0.000	0.000	0.000	0.000
5:00	0.019	0.011	0.006	0.002	0.002	0.002	0.000	0.000	0.000
6:00	0.019	0.011	0.006	0.002	0.003	0.004	0.000	0.001	0.015
7:00	0.019	0.011	0.006	0.002	0.003	0.004	0.000	0.001	0.015
8:00	0.019	0.011	0.006	0.002	0.003	0.004	0.000	0.001	0.016
9:00	0.018	0.010	0.006	0.002	0.003	0.003	0.000	0.001	0.016
10:00	0.017	0.010	0.005	0.002	0.003	0.003	0.000	0.001	0.015
11:00	0.017	0.009	0.005	0.002	0.003	0.003	0.000	0.001	0.013
12:00	0.012	0.007	0.004	0.001	0.002	0.002	0.000	0.000	0.000
13:00	0.013	0.007	0.004	0.002	0.002	0.002	0.000	0.000	0.000
14:00	0.025	0.014	0.008	0.003	0.002	0.002	0.000	0.000	0.000
15:00	0.013	0.007	0.004	0.002	0.002	0.002	0.000	0.001	0.000
16:00	0.021	0.012	0.007	0.003	0.003	0.005	0.000	0.002	0.000
17:00	0.020	0.011	0.006	0.002	0.003	0.004	0.000	0.001	0.000
18:00	0.021	0.012	0.006	0.003	0.003	0.005	0.000	0.001	0.000
19:00	0.015	0.009	0.005	0.002	0.002	0.003	0.000	0.001	0.000
20:00	0.012	0.007	0.004	0.001	0.002	0.002	0.000	0.000	0.000
21:00	0.021	0.012	0.006	0.002	0.002	0.002	0.000	0.000	0.000
22:00	0.012	0.007	0.004	0.001	0.002	0.002	0.000	0.000	0.000
23:00	0.025	0.014	0.008	0.003	0.002	0.002	0.000	0.000	0.000

Table T1-15

Lincoln Tunnel Portals: PM10 Emission Rates

W/Proposed Action 2010

(Page 2 of 2)

Lincoln Tunnel Center Tube									
Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Section I	Section II	Section III	g/sec	g/sec	g/sec				g/sec
			105	65	80	77	45	45	80
			0.001	0.000	0.000	0.001	0.001	0.000	0.001
			0.001	0.000	0.000	0.001	0.001	0.000	0.000
			0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.001	0.000	0.000	0.000	0.001	0.000	0.000
			0.000	0.000	0.000	0.000	0.000	0.000	0.000
0.009	0.005	0.002	0.002	0.001	0.002	0.001	0.001	0.001	0.002
0.009	0.005	0.002	0.002	0.001	0.002	0.001	0.001	0.002	0.001
0.009	0.005	0.002	0.002	0.001	0.002	0.001	0.001	0.001	0.001
0.009	0.005	0.002	0.001	0.001	0.002	0.001	0.001	0.001	0.002
0.008	0.005	0.002	0.001	0.001	0.001	0.001	0.001	0.001	0.002
0.007	0.004	0.002	0.001	0.001	0.001	0.001	0.001	0.001	0.002
			0.001	0.000	0.000	0.001	0.001	0.000	0.002
			0.001	0.000	0.000	0.001	0.001	0.000	0.002
			0.001	0.000	0.000	0.002	0.001	0.001	0.003
			0.001	0.000	0.000	0.001	0.001	0.000	0.002
			0.000	0.002	0.000	0.005	0.001	0.001	0.003
			0.000	0.002	0.000	0.004	0.001	0.001	0.002
			0.000	0.002	0.000	0.004	0.001	0.001	0.002
			0.001	0.000	0.000	0.001	0.000	0.001	0.003
			0.001	0.001	0.000	0.002	0.001	0.001	0.002
			0.000	0.000	0.000	0.001	0.000	0.000	0.002
			0.001	0.000	0.000	0.001	0.000	0.001	0.002
			0.000	0.000	0.000	0.001	0.000	0.001	0.003

Table T1-16

Lincoln Tunnel Portals: PM2.5 Emission Rates

W/Proposed Action 2010

(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.00118	0.00067	0.00036	0.00014	0.000117	0.00012	0.00000	0.00005
1:00	0.00061	0.00035	0.00019	0.00007	0.000119	0.00000	0.00000	0.00005
2:00	0.00041	0.00023	0.00013	0.00005	0.000089	0.00000	0.00000	0.00004
3:00	0.00046	0.00026	0.00014	0.00006	0.000098	0.00000	0.00000	0.00004
4:00	0.00078	0.00045	0.00024	0.00009	0.000144	0.00000	0.00000	0.00005
5:00	0.00247	0.00141	0.00077	0.00030	0.000197	0.00022	0.00000	0.00005
6:00	0.00238	0.00136	0.00074	0.00029	0.000378	0.00051	0.00000	0.00008
7:00	0.00235	0.00134	0.00073	0.00028	0.000369	0.00050	0.00000	0.00008
8:00	0.00212	0.00121	0.00066	0.00025	0.000353	0.00045	0.00000	0.00007
9:00	0.00220	0.00125	0.00068	0.00026	0.000366	0.00043	0.00000	0.00006
10:00	0.00208	0.00118	0.00064	0.00025	0.000338	0.00040	0.00000	0.00006
11:00	0.00211	0.00120	0.00065	0.00025	0.000363	0.00036	0.00000	0.00008
12:00	0.00166	0.00095	0.00051	0.00020	0.000281	0.00027	0.00000	0.00006
13:00	0.00168	0.00096	0.00052	0.00020	0.000266	0.00027	0.00000	0.00007
14:00	0.00349	0.00199	0.00108	0.00042	0.000259	0.00027	0.00000	0.00007
15:00	0.00178	0.00102	0.00055	0.00021	0.000282	0.00028	0.00000	0.00009
16:00	0.00295	0.00168	0.00091	0.00035	0.000457	0.00076	0.00000	0.00024
17:00	0.00267	0.00152	0.00083	0.00032	0.000381	0.00063	0.00001	0.00012
18:00	0.00272	0.00155	0.00084	0.00033	0.000420	0.00079	0.00000	0.00008
19:00	0.00201	0.00114	0.00062	0.00024	0.000300	0.00039	0.00000	0.00009
20:00	0.00154	0.00088	0.00048	0.00019	0.000252	0.00027	0.00000	0.00007
21:00	0.00261	0.00149	0.00081	0.00031	0.000193	0.00025	0.00000	0.00005
22:00	0.00154	0.00088	0.00048	0.00018	0.000224	0.00030	0.00000	0.00005
23:00	0.00312	0.00178	0.00097	0.00037	0.000213	0.00030	0.00000	0.00005

Table T1-16

Lincoln Tunnel Portals: PM2.5 Emission Rates

W/Proposed Action 2010

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec				g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00	0.00000				0.00010	0.00004	0.00000	0.00011	0.00007	0.00007	0.00016
1:00	0.00000				0.00008	0.00005	0.00000	0.00006	0.00007	0.00001	0.00003
2:00	0.00000				0.00006	0.00003	0.00000	0.00004	0.00005	0.00001	0.00002
3:00	0.00000				0.00006	0.00003	0.00000	0.00003	0.00004	0.00000	0.00001
4:00	0.00000				0.00010	0.00004	0.00000	0.00005	0.00007	0.00001	0.00002
5:00	0.00000				0.00006	0.00002	0.00000	0.00004	0.00004	0.00002	0.00004
6:00	0.00190	0.0011	0.0006	0.0002	0.00020	0.00015	0.00046	0.00016	0.00014	0.00025	0.00018
7:00	0.00184	0.0010	0.0006	0.0002	0.00022	0.00013	0.00055	0.00013	0.00014	0.00028	0.00016
8:00	0.00264	0.0015	0.0008	0.0003	0.00025	0.00012	0.00054	0.00011	0.00014	0.00031	0.00012
9:00	0.00224	0.0013	0.0007	0.0003	0.00021	0.00013	0.00047	0.00013	0.00013	0.00027	0.00016
10:00	0.00209	0.0012	0.0006	0.0003	0.00018	0.00014	0.00033	0.00013	0.00012	0.00021	0.00026
11:00	0.00153	0.0009	0.0005	0.0002	0.00015	0.00010	0.00019	0.00010	0.00011	0.00014	0.00026
12:00	0.00000				0.00012	0.00005	0.00000	0.00013	0.00012	0.00008	0.00017
13:00	0.00000				0.00013	0.00005	0.00000	0.00014	0.00011	0.00011	0.00023
14:00	0.00000				0.00012	0.00005	0.00000	0.00017	0.00009	0.00010	0.00030
15:00	0.00000				0.00009	0.00005	0.00000	0.00015	0.00008	0.00008	0.00023
16:00	0.00000				0.00000	0.00021	0.00000	0.00053	0.00017	0.00025	0.00029
17:00	0.00000				0.00000	0.00018	0.00000	0.00044	0.00012	0.00015	0.00024
18:00	0.00000				0.00000	0.00026	0.00000	0.00046	0.00016	0.00017	0.00022
19:00	0.00000				0.00009	0.00004	0.00000	0.00015	0.00006	0.00009	0.00029
20:00	0.00000				0.00014	0.00008	0.00000	0.00018	0.00011	0.00009	0.00026
21:00	0.00000				0.00005	0.00001	0.00000	0.00010	0.00003	0.00009	0.00024
22:00	0.00000				0.00008	0.00002	0.00000	0.00013	0.00005	0.00010	0.00027
23:00	0.00000				0.00001	0.00001	0.00000	0.00011	0.00001	0.00011	0.00028

Table T1-17

Lincoln Tunnel Portals: Traffic Volumes
NO ACTION 2010

(Page 1 of 2)

Section	Lincoln Tunnel South Tube					
Start Time	Lincoln Tunnel South Tube	Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube
	vph	vph	vph	vph	vph	vph
0:00	688	407	280	0	223	811
1:00	428	428	0	0	256	694
2:00	321	321	0	0	197	463
3:00	350	350	0	0	203	439
4:00	517	517	0	0	259	710
5:00	1244	706	538	0	220	505
6:00	2570	1346	1224	0	387	2974
7:00	2520	1310	1209	0	376	3125
8:00	2579	1409	1170	0	404	2859
9:00	2453	1363	1091	0	344	2755
10:00	2272	1264	1009	0	340	2272
11:00	2147	1238	909	0	398	1769
12:00	1529	858	671	0	263	1387
13:00	1532	847	685	0	299	1467
14:00	1453	821	633	0	274	1590
15:00	1542	894	648	0	359	1311
16:00	3237	1472	1765	0	977	3303
17:00	2638	1287	1351	228	465	2751
18:00	3279	1476	1803	67	397	2891
19:00	1899	1016	883	0	454	1232
20:00	1383	754	629	0	286	1486
21:00	1295	693	602	0	249	873
22:00	1527	797	730	0	247	1149
23:00	1492	763	729	0	253	737
	40894	22336	18558	296	8131	39553

Table T1-17

Lincoln Tunnel Portals: Traffic Volumes
NO ACTION 2010

(Page 1 of 2)

Section	Lincoln Tunnel Center Tube							Lincoln Tunnel North Tube
Start Time	Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A	
	vph	vph	vph	vph	vph	vph	vph	vph
0:00	374	265	0	437	639	172	435	1093
1:00	296	329	0	399	625	70	177	609
2:00	227	191	0	235	418	45	114	401
3:00	240	170	0	199	410	29	74	343
4:00	373	281	0	336	654	56	141	460
5:00	243	160	0	262	403	102	258	778
6:00	780	1047	1147	1047	1304	1670	1128	3114
7:00	852	885	1388	885	1294	1831	987	3382
8:00	812	695	1353	695	1159	1700	741	3122
9:00	743	816	1196	816	1151	1604	1026	2735
10:00	608	843	821	843	1029	1243	1604	3820
11:00	603	687	478	687	947	822	1665	4297
12:00	558	394	0	829	952	435	1088	2520
13:00	548	337	0	918	885	582	1460	3601
14:00	525	326	0	1065	852	738	1856	3282
15:00	404	328	0	907	732	579	1456	2472
16:00	0	1561	0	3303	1561	1741	1741	2810
17:00	0	1293	0	2751	1293	1458	1458	2337
18:00	0	1558	0	2891	1558	1333	1333	1581
19:00	313	192	0	919	504	728	1841	3311
20:00	527	303	0	959	831	656	1655	3170
21:00	191	94	0	682	286	588	1489	3511
22:00	314	162	0	836	476	673	1703	3473
23:00	36	45	0	701	80	657	1666	2889
	9568	12961	6383	23602	20042	19511	27098	59110

Table T1-18

Lincoln Tunnel Portals: Vehicle Mixes
No Action 2010
(Page 1 of 5)

Start Time	Lincoln Tunnel South Tube								Lincoln Tunnel South Tube: Ramp L								Lincoln Tunnel South Tube: Ramp K							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%
1:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%
2:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%
3:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%
4:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%
5:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%
6:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%
7:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%
8:00	66%	14%	1%	15%	1%	1%	2%	100%	60%	18%	1%	18%	1%	0%	1%	100%	76%	8%	1%	11%	0%	2%	2%	100%
9:00	63%	14%	2%	13%	1%	1%	6%	100%	59%	18%	2%	16%	1%	0%	4%	100%	71%	9%	1%	9%	0%	1%	8%	100%
10:00	63%	14%	2%	13%	1%	1%	6%	100%	60%	18%	1%	17%	1%	0%	3%	100%	74%	8%	1%	10%	0%	1%	5%	100%
11:00	61%	14%	2%	12%	1%	1%	8%	100%	56%	19%	1%	16%	2%	1%	5%	100%	73%	7%	2%	9%	1%	1%	7%	100%
12:00	60%	13%	2%	12%	2%	1%	10%	100%	53%	19%	1%	15%	2%	2%	8%	100%	73%	6%	3%	7%	1%	1%	10%	100%
13:00	61%	13%	2%	12%	1%	1%	9%	100%	54%	19%	1%	15%	2%	1%	7%	100%	73%	6%	3%	8%	1%	1%	9%	100%
14:00	57%	14%	2%	8%	1%	1%	16%	100%	56%	18%	2%	11%	1%	1%	10%	100%	60%	11%	2%	6%	0%	0%	20%	100%
15:00	57%	14%	2%	8%	1%	1%	17%	100%	56%	18%	2%	11%	1%	1%	11%	100%	60%	10%	2%	5%	0%	0%	21%	100%
16:00	57%	14%	2%	8%	1%	1%	17%	100%	56%	18%	2%	11%	1%	1%	11%	100%	60%	10%	2%	5%	0%	0%	21%	100%
17:00	54%	15%	3%	5%	0%	0%	23%	100%	59%	17%	3%	7%	1%	0%	14%	100%	48%	15%	2%	4%	0%	0%	32%	100%
18:00	56%	15%	3%	8%	1%	`	17%	100%	57%	17%	3%	10%	1%	0%	11%	100%	57%	12%	2%	6%	0%	0%	22%	100%
19:00	56%	15%	3%	8%	1%	0%	17%	100%	57%	17%	3%	10%	1%	0%	11%	100%	57%	12%	2%	6%	0%	0%	22%	100%
20:00	59%	14%	4%	11%	1%	1%	10%	100%	56%	18%	3%	14%	1%	1%	7%	100%	67%	9%	2%	8%	0%	1%	13%	100%
21:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%
22:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%
23:00	60%	14%	2%	11%	1%	1%	11%	100%	57%	18%	2%	13%	1%	1%	8%	100%	66%	9%	2%	8%	0%	1%	14%	100%

Table T1-18

Lincoln Tunnel Portals: Vehicle Mixes
No Action 2010
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Start Time	Lincoln Tunnel South Tube: Ramp M								Lincoln Tunnel South Tube: Ramp N								Lincoln Tunnel Center Tube							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%
1:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%
2:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%
3:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%
4:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%
5:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%
6:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%
7:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%
8:00	0%	0%	0%	0%	0%	0%	0%	0%	60%	19%	1%	16%	0%	0%	4%	100%	42%	15%	0%	3%	0%	0%	39%	100%
9:00	0%	0%	0%	0%	0%	0%	0%	0%	58%	17%	1%	15%	0%	0%	9%	100%	50%	17%	1%	5%	0%	0%	27%	100%
10:00	0%	0%	0%	0%	0%	0%	0%	0%	59%	18%	1%	15%	0%	0%	6%	100%	46%	16%	1%	4%	0%	0%	33%	100%
11:00	0%	0%	0%	0%	0%	0%	0%	0%	56%	14%	1%	14%	1%	1%	14%	100%	55%	20%	1%	7%	0%	0%	17%	100%
12:00	0%	0%	0%	0%	0%	0%	0%	0%	52%	11%	1%	12%	2%	1%	21%	100%	64%	24%	2%	11%	0%	0%	0%	100%
13:00	0%	0%	0%	0%	0%	0%	0%	0%	54%	13%	1%	13%	1%	1%	17%	100%	59%	22%	1%	9%	0%	0%	8%	100%
14:00	0%	0%	0%	0%	0%	0%	0%	0%	45%	4%	11%	3%	0%	1%	37%	100%	63%	22%	2%	8%	0%	0%	6%	100%
15:00	0%	0%	0%	0%	0%	0%	0%	0%	45%	4%	11%	3%	0%	1%	37%	100%	65%	23%	2%	8%	0%	0%	2%	100%
16:00	51%	10%	2%	2%	0%	0%	36%	100%	45%	4%	11%	3%	0%	1%	37%	100%	65%	23%	2%	8%	0%	0%	2%	100%
17:00	51%	10%	2%	2%	0%	0%	36%	100%	45%	4%	11%	3%	0%	1%	37%	100%	66%	22%	2%	6%	0%	0%	3%	100%
18:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	16%	1%	14%	0%	0%	10%	100%	62%	21%	2%	7%	0%	0%	8%	100%
19:00	51%	10%	2%	1%	0%	0%	36%	100%	57%	16%	1%	14%	0%	0%	10%	100%	62%	21%	2%	7%	0%	0%	8%	100%
20:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	58%	20%	1%	7%	0%	0%	13%	100%
21:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%
22:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%
23:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	58%	20%	1%	7%	0%	0%	14%	100%

Table T1-18

Lincoln Tunnel Portals: Vehicle Mixes
No Action 2010
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Start Time	Lincoln Tunnel Center Tube: Ramp J								Lincoln Tunnel Center Tube: Ramp B								Lincoln Tunnel Center Tube: Ramp H							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
1:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
2:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
3:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
4:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
5:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
6:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
7:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
8:00	52%	18%	0%	0%	0%	0%	30%	100%	55%	22%	0%	5%	0%	0%	17%	100%	0%	0%	0%	0%	0%	0%	99%	100%
9:00	55%	20%	1%	2%	0%	0%	23%	100%	60%	21%	0%	6%	0%	0%	13%	100%	0%	0%	0%	0%	0%	0%	100%	100%
10:00	54%	19%	0%	1%	0%	0%	26%	100%	57%	21%	0%	6%	0%	0%	15%	100%	0%	0%	0%	0%	0%	0%	100%	100%
11:00	60%	22%	1%	4%	0%	0%	13%	100%	65%	19%	0%	8%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
12:00	66%	25%	2%	6%	0%	0%	0%	100%	73%	17%	1%	10%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
13:00	63%	24%	2%	5%	0%	0%	7%	100%	69%	18%	0%	9%	0%	0%	4%	100%	0%	0%	0%	0%	0%	0%	0%	0%
14:00	63%	24%	2%	5%	0%	0%	7%	100%	69%	18%	0%	9%	0%	0%	4%	100%	0%	0%	0%	0%	0%	0%	0%	0%
15:00	63%	24%	2%	5%	0%	0%	7%	100%	68%	23%	2%	7%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
16:00	0%	0%	0%	0%	0%	0%	0%	0%	68%	23%	2%	7%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
17:00	0%	0%	0%	0%	0%	0%	0%	0%	68%	23%	2%	7%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
18:00	55%	20%	1%	1%	0%	0%	22%	100%	60%	22%	0%	5%	0%	0%	13%	100%	0%	0%	0%	0%	0%	0%	100%	100%
19:00	55%	20%	1%	1%	0%	0%	22%	100%	60%	22%	0%	5%	0%	0%	13%	100%	0%	0%	0%	0%	0%	0%	100%	100%
20:00	59%	22%	1%	3%	0%	0%	15%	100%	65%	22%	0%	4%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
21:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
22:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%
23:00	59%	22%	1%	3%	0%	0%	15%	100%	64%	21%	0%	6%	0%	0%	8%	100%	0%	0%	0%	0%	0%	0%	100%	100%

Table T1-18

Lincoln Tunnel Portals: Vehicle Mixes
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Start Time	Lincoln Tunnel Center Tube: Ramp I								Lincoln Tunnel Center Tube: Ramp I+J								Lincoln Tunnel Center Tube: Ramp I+H							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
1:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
2:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
3:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
4:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
5:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
6:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
7:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
8:00	71%	21%	1%	7%	0%	0%	0%	100%	55%	18%	1%	4%	0%	0%	22%	100%	22%	7%	0%	3%	0%	0%	68%	100%
9:00	70%	22%	1%	7%	0%	0%	0%	100%	58%	20%	1%	4%	0%	0%	18%	100%	29%	9%	1%	3%	0%	0%	57%	100%
10:00	71%	21%	1%	7%	0%	0%	0%	100%	56%	19%	1%	4%	0%	0%	20%	100%	26%	8%	1%	3%	0%	0%	63%	100%
11:00	71%	21%	1%	7%	0%	0%	0%	100%	56%	19%	1%	4%	0%	0%	21%	100%	23%	7%	0%	3%	0%	0%	67%	100%
12:00	70%	21%	1%	7%	0%	0%	0%	100%	55%	19%	1%	3%	0%	0%	22%	100%	20%	6%	0%	2%	0%	0%	71%	100%
13:00	70%	21%	1%	7%	0%	0%	0%	100%	56%	19%	1%	3%	0%	0%	22%	100%	22%	7%	0%	2%	0%	0%	69%	100%
14:00	69%	22%	2%	7%	0%	0%	0%	100%	63%	21%	1%	4%	0%	0%	11%	100%	43%	14%	1%	5%	0%	0%	37%	100%
15:00	69%	22%	2%	7%	0%	0%	0%	100%	63%	21%	1%	4%	0%	0%	11%	100%	42%	14%	1%	5%	0%	0%	38%	100%
16:00	69%	22%	2%	7%	0%	0%	0%	100%	63%	21%	1%	4%	0%	0%	11%	100%	42%	14%	1%	5%	0%	0%	38%	100%
17:00	68%	23%	2%	7%	0%	0%	0%	100%	70%	24%	2%	5%	0%	0%	0%	100%	64%	22%	2%	7%	0%	0%	6%	100%
18:00	69%	23%	2%	7%	0%	0%	0%	100%	67%	23%	1%	4%	0%	0%	5%	100%	52%	17%	2%	6%	0%	0%	23%	100%
19:00	69%	23%	2%	7%	0%	0%	0%	100%	67%	23%	1%	4%	0%	0%	5%	100%	52%	17%	2%	6%	0%	0%	23%	100%
20:00	70%	23%	2%	6%	0%	0%	0%	100%	64%	22%	1%	4%	0%	0%	10%	100%	40%	13%	1%	4%	0%	0%	41%	100%
21:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
22:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%
23:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	37%	12%	1%	4%	0%	0%	46%	100%

Table T1-18

Lincoln Tunnel Portals: Vehicle Mixes
No Action 2010
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Start Time	Lincoln Tunnel Center Tube: Ramp A								Lincoln Tunnel North Tube							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%
1:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%
2:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%
3:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%
4:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%
5:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%
6:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%
7:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%
8:00	69%	21%	1%	9%	0%	0%	0%	100%	43%	10%	3%	11%	4%	0%	29%	100%
9:00	68%	22%	2%	9%	0%	0%	0%	100%	43%	11%	3%	14%	4%	0%	25%	100%
10:00	68%	21%	1%	9%	0%	0%	0%	100%	43%	11%	3%	12%	4%	0%	27%	100%
11:00	64%	22%	1%	12%	0%	0%	0%	100%	44%	11%	3%	19%	4%	0%	18%	100%
12:00	60%	23%	1%	15%	0%	0%	0%	100%	45%	11%	3%	26%	5%	1%	10%	100%
13:00	62%	23%	1%	14%	0%	0%	0%	100%	44%	11%	3%	22%	5%	0%	14%	100%
14:00	65%	23%	2%	10%	0%	0%	0%	100%	44%	13%	2%	19%	3%	0%	19%	100%
15:00	64%	23%	2%	11%	0%	0%	0%	100%	45%	13%	2%	20%	4%	0%	17%	100%
16:00	64%	23%	2%	11%	0%	0%	0%	100%	45%	13%	2%	20%	4%	0%	17%	100%
17:00	68%	23%	2%	7%	0%	0%	0%	100%	44%	14%	2%	15%	2%	0%	23%	100%
18:00	67%	23%	2%	8%	0%	0%	0%	100%	43%	13%	3%	16%	3%	0%	22%	100%
19:00	67%	23%	2%	8%	0%	0%	0%	100%	43%	13%	3%	16%	3%	0%	22%	100%
20:00	66%	23%	2%	9%	0%	0%	0%	100%	42%	11%	5%	17%	3%	0%	21%	100%
21:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%
22:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%
23:00	66%	22%	2%	10%	0%	0%	0%	100%	43%	12%	3%	17%	4%	0%	21%	100%

Table T1-19

Lincoln Tunnel Portals: Traffic Speeds
No Action 2010

(Page 1 of 2)

Section	Lincoln Tunnel South Tube					
Start Time	Lincoln Tunnel South Tube	Lincoln Tunnel South Tube	Ramp L	Ramp K	Ramp M	Ramp N
	vph	mph	mph	mph	mph	mph
0:00	688	30.0	30.0	30.0	0.0	30.0
1:00	428	30.0	30.0	0.0	0.0	30.0
2:00	321	30.0	30.0	0.0	0.0	30.0
3:00	350	30.0	30.0	0.0	0.0	30.0
4:00	517	30.0	11.8	0.0	0.0	30.0
5:00	1244	30.0	10.6	11.6	0.0	30.0
6:00	2570	7.2	6.6	7.4	0.0	30.0
7:00	2520	7.3	6.8	7.4	0.0	30.0
8:00	2579	7.2	6.2	7.7	0.0	30.0
9:00	2453	7.4	6.5	8.2	0.0	30.0
10:00	2272	7.8	7.1	8.7	0.0	30.0
11:00	2147	8.1	7.3	9.3	0.0	30.0
12:00	1529	9.4	9.6	10.8	0.0	30.0
13:00	1532	9.4	9.7	10.7	0.0	30.0
14:00	1453	30.0	9.9	11.0	0.0	30.0
15:00	1542	9.4	9.4	11.0	0.0	30.0
16:00	3237	5.8	5.8	4.0	0.0	8.9
17:00	2638	7.1	7.0	6.6	30.0	30.0
18:00	3279	5.7	5.8	3.7	30.0	30.0
19:00	1899	8.6	8.7	9.5	0.0	30.0
20:00	1383	30.0	10.3	11.1	0.0	30.0
21:00	1295	30.0	10.7	11.2	0.0	30.0
22:00	1527	9.4	10.0	10.4	0.0	30.0
23:00	1492	30.0	10.2	10.4	0.0	30.0

Table T1-19

Lincoln Tunnel Portals: Traffic Speeds
No Action 2010

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube									Lincoln Tunnel North Tube	Lincoln Tunnel North Tube
Start Time	Lincoln Tunnel Center Tube	Lincoln Tunnel Center Tube	Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A		
	vph	mph	mph	mph	mph	mph	mph	mph	mph	vph	mph
0:00	811	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	1093	30.0
1:00	694	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	609	30.0
2:00	463	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	401	30.0
3:00	439	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	343	30.0
4:00	710	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	460	30.0
5:00	505	30.0	30.0	30.0	0.0	30.0	30.0	30.0	30.0	778	30.0
6:00	2974	6.3	25.7	22.5	21.3	22.5	19.5	15.1	10.2	3114	6.1
7:00	3125	6.0	24.9	24.5	18.5	24.5	19.6	13.2	10.5	3382	5.5
8:00	2859	6.6	25.3	30.0	18.9	30.0	21.2	14.8	11.0	3122	6.0
9:00	2755	6.8	26.2	25.3	20.8	25.3	21.3	15.9	10.4	2735	6.8
10:00	2272	7.8	30.0	25.0	25.2	25.0	22.7	20.2	9.2	3820	4.6
11:00	1769	8.9	30.0	30.0	30.0	30.0	23.7	25.2	9.1	4297	3.6
12:00	1387	30.0	30.0	30.0	0.0	25.1	23.7	30.0	10.3	2520	7.3
13:00	1467	30.0	30.0	30.0	0.0	24.1	24.5	30.0	9.5	3601	5.0
14:00	1590	9.3	30.0	30.0	0.0	22.3	24.9	26.2	8.7	3282	5.7
15:00	1311	30.0	30.0	30.0	0.0	24.2	26.3	30.0	9.5	2472	7.4
16:00	3303	5.7	0.0	16.4	0.0	5.0	16.4	14.3	8.9	2810	6.7
17:00	2751	6.8	0.0	19.6	0.0	5.0	19.6	17.6	9.5	2337	7.7
18:00	2891	6.5	0.0	16.5	0.0	5.0	16.5	19.1	9.8	1581	9.3
19:00	1232	30.0	30.0	30.0	0.0	24.1	30.0	26.3	8.7	3311	5.6
20:00	1486	30.0	30.0	30.0	0.0	23.6	25.1	30.0	9.1	3170	5.9
21:00	873	30.0	30.0	30.0	0.0	30.0	30.0	30.0	9.5	3511	5.2
22:00	1149	30.0	30.0	30.0	0.0	25.0	30.0	30.0	9.0	3473	5.3
23:00	737	30.0	30.0	30.0	0.0	26.6	30.0	30.0	9.1	2889	6.5

Table T1-20

Lincoln Tunnel Portals: CO Emission Rates
NO ACTION 2010

(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.70	0.398	0.216	0.084	0.079	0.07	0.000	0.028
1:00	0.37	0.211	0.115	0.045	0.083	0.00	0.000	0.032
2:00	0.25	0.143	0.078	0.030	0.062	0.00	0.000	0.025
3:00	0.28	0.161	0.088	0.034	0.068	0.00	0.000	0.026
4:00	0.48	0.272	0.148	0.057	0.125	0.00	0.000	0.033
5:00	1.50	0.855	0.465	0.180	0.178	0.17	0.000	0.028
6:00	2.17	1.238	0.673	0.261	0.416	0.48	0.000	0.049
7:00	2.13	1.214	0.660	0.256	0.396	0.47	0.000	0.047
8:00	2.19	1.249	0.679	0.263	0.458	0.46	0.000	0.055
9:00	2.08	1.184	0.644	0.249	0.429	0.41	0.000	0.045
10:00	1.92	1.097	0.597	0.231	0.380	0.38	0.000	0.046
11:00	1.82	1.040	0.565	0.219	0.366	0.33	0.000	0.050
12:00	1.27	0.722	0.393	0.152	0.222	0.23	0.000	0.031
13:00	1.27	0.723	0.393	0.152	0.219	0.23	0.000	0.037
14:00	1.78	1.015	0.552	0.214	0.210	0.20	0.000	0.027
15:00	1.27	0.725	0.394	0.153	0.232	0.21	0.000	0.035
16:00	2.68	1.529	0.831	0.322	0.479	0.96	0.000	0.154
17:00	2.21	1.261	0.686	0.266	0.382	0.53	0.006	0.046
18:00	2.69	1.534	0.835	0.323	0.484	1.01	0.002	0.052
19:00	1.58	0.902	0.491	0.190	0.274	0.30	0.000	0.059
20:00	1.71	0.973	0.529	0.205	0.191	0.21	0.000	0.035
21:00	1.58	0.899	0.489	0.189	0.174	0.20	0.000	0.031
22:00	1.26	0.715	0.389	0.151	0.204	0.25	0.000	0.031
23:00	1.89	1.075	0.585	0.226	0.194	0.25	0.000	0.032

Table T1-20

Lincoln Tunnel Portals: CO Emission Rates

NO ACTION 2010

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00	0.000				0.065	0.030	0.00	0.06	0.05	0.01	0.063
1:00	0.000				0.051	0.037	0.00	0.06	0.05	0.00	0.025
2:00	0.000				0.039	0.021	0.00	0.03	0.03	0.00	0.016
3:00	0.000				0.042	0.019	0.00	0.03	0.03	0.00	0.011
4:00	0.000				0.065	0.031	0.00	0.05	0.05	0.00	0.020
5:00	0.000				0.042	0.018	0.00	0.04	0.03	0.01	0.037
6:00	1.872	1.067	0.580	0.225	0.138	0.121	0.07	0.15	0.11	0.12	0.202
7:00	1.893	1.079	0.587	0.227	0.151	0.101	0.10	0.13	0.10	0.14	0.175
8:00	1.892	1.079	0.587	0.227	0.131	0.073	0.09	0.10	0.09	0.11	0.130
9:00	1.815	1.035	0.563	0.218	0.125	0.090	0.08	0.12	0.09	0.10	0.183
10:00	1.599	0.912	0.496	0.192	0.097	0.092	0.04	0.12	0.08	0.07	0.299
11:00	1.324	0.754	0.410	0.159	0.106	0.077	0.02	0.10	0.07	0.04	0.310
12:00	0.000				0.106	0.046	0.00	0.12	0.07	0.02	0.191
13:00	0.000				0.100	0.039	0.00	0.13	0.06	0.02	0.265
14:00	0.000				0.096	0.037	0.00	0.15	0.07	0.05	0.354
15:00	0.000				0.074	0.039	0.00	0.13	0.06	0.03	0.266
16:00	0.000				0.000	0.202	0.00	0.80	0.13	0.13	0.326
17:00	0.000				0.000	0.161	0.00	0.67	0.11	0.12	0.269
18:00	0.000				0.000	0.191	0.00	0.70	0.14	0.10	0.243
19:00	0.000				0.052	0.021	0.00	0.13	0.04	0.05	0.351
20:00	0.000				0.092	0.034	0.00	0.14	0.07	0.04	0.309
21:00	0.000				0.033	0.011	0.00	0.10	0.02	0.03	0.274
22:00	0.000				0.054	0.018	0.00	0.12	0.04	0.04	0.319
23:00	0.000				0.006	0.005	0.00	0.10	0.01	0.04	0.312

Table T1-21

Lincoln Tunnel Portals: PM10 Emission Rates
NO ACTION 2010

(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.0091	0.0052	0.0028	0.0011	0.0009	0.0009	0.0000	0.0003
1:00	0.0049	0.0028	0.0015	0.0006	0.0010	0.0000	0.0000	0.0004
2:00	0.0033	0.0019	0.0010	0.0004	0.0007	0.0000	0.0000	0.0003
3:00	0.0037	0.0021	0.0011	0.0004	0.0008	0.0000	0.0000	0.0003
4:00	0.0063	0.0036	0.0019	0.0008	0.0012	0.0000	0.0000	0.0004
5:00	0.0197	0.0112	0.0061	0.0024	0.0016	0.0016	0.0000	0.0003
6:00	0.0188	0.0107	0.0058	0.0023	0.0030	0.0037	0.0000	0.0006
7:00	0.0186	0.0106	0.0058	0.0022	0.0029	0.0037	0.0000	0.0006
8:00	0.0186	0.0106	0.0058	0.0022	0.0031	0.0036	0.0000	0.0006
9:00	0.0180	0.0103	0.0056	0.0022	0.0030	0.0033	0.0000	0.0005
10:00	0.0171	0.0097	0.0053	0.0021	0.0028	0.0031	0.0000	0.0005
11:00	0.0166	0.0095	0.0051	0.0020	0.0028	0.0028	0.0000	0.0006
12:00	0.0123	0.0070	0.0038	0.0015	0.0020	0.0020	0.0000	0.0004
13:00	0.0123	0.0070	0.0038	0.0015	0.0019	0.0021	0.0000	0.0005
14:00	0.0242	0.0138	0.0075	0.0029	0.0018	0.0019	0.0000	0.0004
15:00	0.0125	0.0071	0.0039	0.0015	0.0020	0.0020	0.0000	0.0006
16:00	0.0212	0.0121	0.0066	0.0025	0.0033	0.0054	0.0000	0.0015
17:00	0.0194	0.0111	0.0060	0.0023	0.0029	0.0041	0.0001	0.0007
18:00	0.0211	0.0120	0.0065	0.0025	0.0033	0.0055	0.0000	0.0006
19:00	0.0150	0.0086	0.0047	0.0018	0.0023	0.0027	0.0000	0.0007
20:00	0.0224	0.0128	0.0069	0.0027	0.0017	0.0019	0.0000	0.0004
21:00	0.0207	0.0118	0.0064	0.0025	0.0015	0.0018	0.0000	0.0004
22:00	0.0122	0.0069	0.0038	0.0015	0.0018	0.0022	0.0000	0.0004
23:00	0.0247	0.0141	0.0077	0.0030	0.0017	0.0022	0.0000	0.0004

Table T1-21

Lincoln Tunnel Portals: PM10 Emission Rates
NO ACTION 2010

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00	0.0000				0.0007	0.0003	0.0000	0.0006	0.0005	0.0001	0.0006
1:00	0.0000				0.0006	0.0004	0.0000	0.0006	0.0005	0.0001	0.0003
2:00	0.0000				0.0004	0.0002	0.0000	0.0003	0.0004	0.0000	0.0002
3:00	0.0000				0.0005	0.0002	0.0000	0.0003	0.0003	0.0000	0.0001
4:00	0.0000				0.0007	0.0003	0.0000	0.0005	0.0006	0.0000	0.0002
5:00	0.0000				0.0005	0.0002	0.0000	0.0004	0.0003	0.0001	0.0004
6:00	0.0152	0.0087	0.0047	0.0018	0.0015	0.0013	0.0018	0.0015	0.0011	0.0014	0.0017
7:00	0.0150	0.0086	0.0047	0.0018	0.0017	0.0011	0.0022	0.0013	0.0011	0.0016	0.0015
8:00	0.0166	0.0094	0.0051	0.0020	0.0016	0.0008	0.0021	0.0010	0.0010	0.0015	0.0011
9:00	0.0157	0.0089	0.0049	0.0019	0.0015	0.0010	0.0019	0.0012	0.0010	0.0014	0.0015
10:00	0.0149	0.0085	0.0046	0.0018	0.0012	0.0010	0.0013	0.0012	0.0009	0.0011	0.0024
11:00	0.0126	0.0072	0.0039	0.0015	0.0012	0.0008	0.0008	0.0010	0.0008	0.0007	0.0025
12:00	0.0000				0.0011	0.0005	0.0000	0.0012	0.0008	0.0004	0.0016
13:00	0.0000				0.0011	0.0004	0.0000	0.0013	0.0008	0.0005	0.0022
14:00	0.0000				0.0010	0.0004	0.0000	0.0015	0.0007	0.0006	0.0028
15:00	0.0000				0.0008	0.0004	0.0000	0.0013	0.0006	0.0005	0.0022
16:00	0.0000				0.0000	0.0019	0.0000	0.0047	0.0013	0.0015	0.0026
17:00	0.0000				0.0000	0.0016	0.0000	0.0039	0.0011	0.0012	0.0022
18:00	0.0000				0.0000	0.0019	0.0000	0.0041	0.0013	0.0011	0.0020
19:00	0.0000				0.0006	0.0002	0.0000	0.0013	0.0004	0.0006	0.0027
20:00	0.0000				0.0010	0.0004	0.0000	0.0014	0.0007	0.0006	0.0025
21:00	0.0000				0.0004	0.0001	0.0000	0.0010	0.0002	0.0005	0.0022
22:00	0.0000				0.0006	0.0002	0.0000	0.0012	0.0004	0.0006	0.0025
23:00	0.0000				0.0001	0.0001	0.0000	0.0010	0.0001	0.0006	0.0025

Table T1-22

Lincoln Tunnel Portals: PM2.5 Emission Rates
NO ACTION 2010

(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.00117	0.00067	0.00036	0.00014	0.00012	0.00012	0.00000	0.00005
1:00	0.00062	0.00035	0.00019	0.00007	0.00012	0.00000	0.00000	0.00005
2:00	0.00042	0.00024	0.00013	0.00005	0.00009	0.00000	0.00000	0.00004
3:00	0.00047	0.00027	0.00015	0.00006	0.00010	0.00000	0.00000	0.00004
4:00	0.00080	0.00046	0.00025	0.00010	0.00015	0.00000	0.00000	0.00005
5:00	0.00252	0.00143	0.00078	0.00030	0.00020	0.00022	0.00000	0.00005
6:00	0.00241	0.00137	0.00075	0.00029	0.00038	0.00051	0.00000	0.00008
7:00	0.00238	0.00136	0.00074	0.00029	0.00037	0.00050	0.00000	0.00008
8:00	0.00212	0.00121	0.00066	0.00025	0.00035	0.00045	0.00000	0.00007
9:00	0.00218	0.00124	0.00068	0.00026	0.00036	0.00044	0.00000	0.00006
10:00	0.00207	0.00118	0.00064	0.00025	0.00032	0.00039	0.00000	0.00006
11:00	0.00211	0.00120	0.00065	0.00025	0.00036	0.00036	0.00000	0.00008
12:00	0.00165	0.00094	0.00051	0.00020	0.00027	0.00027	0.00000	0.00006
13:00	0.00160	0.00091	0.00050	0.00019	0.00026	0.00027	0.00000	0.00007
14:00	0.00324	0.00185	0.00100	0.00039	0.00024	0.00027	0.00000	0.00007
15:00	0.00169	0.00096	0.00052	0.00020	0.00027	0.00028	0.00000	0.00009
16:00	0.00287	0.00164	0.00089	0.00034	0.00045	0.00076	0.00000	0.00025
17:00	0.00267	0.00152	0.00083	0.00032	0.00037	0.00064	0.00001	0.00012
18:00	0.00278	0.00159	0.00086	0.00033	0.00042	0.00080	0.00000	0.00008
19:00	0.00198	0.00113	0.00061	0.00024	0.00029	0.00039	0.00000	0.00009
20:00	0.00283	0.00162	0.00088	0.00034	0.00021	0.00026	0.00000	0.00006
21:00	0.00265	0.00151	0.00082	0.00032	0.00020	0.00025	0.00000	0.00005
22:00	0.00156	0.00089	0.00048	0.00019	0.00023	0.00030	0.00000	0.00005
23:00	0.00316	0.00180	0.00098	0.00038	0.00022	0.00030	0.00000	0.00005

Table T1-22

Lincoln Tunnel Portals: PM2.5 Emission Rates
NO ACTION 2010

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec				g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00	0.00000				0.00010	0.00004	0.00000	0.00007	0.00007	0.00003	0.00007
1:00	0.00000				0.00008	0.00005	0.00000	0.00006	0.00007	0.00001	0.00003
2:00	0.00000				0.00006	0.00003	0.00000	0.00004	0.00004	0.00001	0.00002
3:00	0.00000				0.00006	0.00002	0.00000	0.00003	0.00004	0.00000	0.00001
4:00	0.00000				0.00010	0.00004	0.00000	0.00005	0.00007	0.00001	0.00002
5:00	0.00000				0.00006	0.00002	0.00000	0.00004	0.00004	0.00002	0.00004
6:00	0.00188	0.00107	0.00058	0.00023	0.00020	0.00015	0.00046	0.00016	0.00014	0.00025	0.00018
7:00	0.00186	0.00106	0.00058	0.00022	0.00022	0.00013	0.00055	0.00014	0.00014	0.00028	0.00016
8:00	0.00266	0.00151	0.00082	0.00032	0.00025	0.00011	0.00054	0.00011	0.00014	0.00031	0.00012
9:00	0.00223	0.00127	0.00069	0.00027	0.00021	0.00013	0.00047	0.00013	0.00013	0.00027	0.00016
10:00	0.00226	0.00129	0.00070	0.00027	0.00018	0.00013	0.00033	0.00013	0.00012	0.00022	0.00026
11:00	0.00161	0.00091	0.00050	0.00019	0.00015	0.00010	0.00019	0.00011	0.00011	0.00015	0.00026
12:00	0.00000				0.00012	0.00005	0.00000	0.00013	0.00011	0.00008	0.00017
13:00	0.00000				0.00013	0.00005	0.00000	0.00014	0.00010	0.00011	0.00023
14:00	0.00000				0.00012	0.00004	0.00000	0.00016	0.00009	0.00010	0.00030
15:00	0.00000				0.00009	0.00004	0.00000	0.00014	0.00008	0.00008	0.00023
16:00	0.00000				0.00000	0.00020	0.00000	0.00051	0.00016	0.00025	0.00028
17:00	0.00000				0.00000	0.00017	0.00000	0.00042	0.00012	0.00014	0.00023
18:00	0.00000				0.00000	0.00024	0.00000	0.00044	0.00015	0.00016	0.00021
19:00	0.00000				0.00009	0.00003	0.00000	0.00014	0.00005	0.00009	0.00029
20:00	0.00000				0.00013	0.00004	0.00000	0.00015	0.00008	0.00009	0.00026
21:00	0.00000				0.00005	0.00001	0.00000	0.00010	0.00003	0.00009	0.00024
22:00	0.00000				0.00008	0.00002	0.00000	0.00013	0.00005	0.00010	0.00027
23:00	0.00000				0.00001	0.00001	0.00000	0.00011	0.00001	0.00010	0.00027

Table T1-23

CO Emission Factors
2025

Analysis Year	Time Period (hour ending)	Location	Pollutant	SPEED	ARTERIAL Auto	EXPRESS Auto	ARTERIAL SUV	EXPRESS SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2025	9	Midtown	CO	**0.00**	46.61	46.61	40.78	40.78	46.88	41.57	85.10	3.11	7.39	62.57	35.46	56.43	30.75
2025	9	Midtown	CO	2.5	18.64	18.64	16.31	16.31	18.75	16.63	34.04	1.24	2.96	25.03	14.18	22.57	12.30
2025	9	Midtown	CO	2.6	18.15	18.15	15.90	15.90	18.11	16.21	33.51	1.23	2.92	24.54	13.69	22.16	11.89
2025	9	Midtown	CO	2.7	17.70	17.70	15.52	15.52	17.51	15.82	33.02	1.21	2.88	24.09	13.24	21.78	11.51
2025	9	Midtown	CO	2.8	17.28	17.28	15.17	15.17	16.96	15.46	32.57	1.20	2.84	23.66	12.82	21.43	11.16
2025	9	Midtown	CO	2.9	16.89	16.89	14.84	14.84	16.44	15.13	32.15	1.18	2.81	23.27	12.43	21.10	10.83
2025	9	Midtown	CO	3.0	16.52	16.52	14.53	14.53	15.96	14.81	31.76	1.17	2.78	22.91	12.06	20.79	10.52
2025	9	Midtown	CO	4.0	13.87	13.87	12.31	12.31	12.47	12.55	28.91	1.07	2.55	20.26	9.41	18.57	8.30
2025	9	Midtown	CO	5.0	12.28	12.28	10.98	10.98	10.37	11.19	27.20	1.02	2.41	18.67	7.82	17.24	6.97
2025	9	Midtown	CO	6.0	11.30	11.30	10.13	10.13	9.06	10.32	24.16	0.91	2.16	17.68	6.84	16.39	6.12
2025	9	Midtown	CO	7.0	10.59	10.59	9.53	9.53	8.13	9.71	22.00	0.84	1.99	16.98	6.13	15.79	5.52
2025	9	Midtown	CO	8.0	10.07	10.07	9.08	9.08	7.43	9.24	20.37	0.78	1.85	16.45	5.61	15.33	5.06
2025	9	Midtown	CO	9.0	9.66	9.66	8.72	8.72	6.88	8.88	19.11	0.74	1.75	16.04	5.20	14.98	4.71
2025	9	Midtown	CO	10.0	9.33	9.33	8.44	8.44	6.45	8.59	18.09	0.70	1.67	15.71	4.87	14.70	4.43
2025	9	Midtown	CO	11.0	9.09	9.09	8.22	8.22	6.12	8.38	16.63	0.65	1.54	15.47	4.63	14.48	4.21
2025	9	Midtown	CO	12.0	8.89	8.89	8.05	8.05	5.86	8.19	15.41	0.60	1.43	15.27	4.43	14.31	4.03
2025	9	Midtown	CO	13.0	8.72	8.72	7.89	7.89	5.63	8.04	14.37	0.57	1.34	15.10	4.26	14.15	3.88
2025	9	Midtown	CO	14.0	8.57	8.57	7.76	7.76	5.44	7.91	13.49	0.53	1.27	14.96	4.11	14.02	3.75
2025	9	Midtown	CO	15.0	8.45	8.45	7.65	7.65	5.27	7.79	12.72	0.51	1.20	14.83	3.99	13.91	3.64
2025	9	Midtown	CO	16.0	8.34	8.34	7.55	7.55	5.12	7.69	11.90	0.47	1.13	14.72	3.88	13.81	3.54
2025	9	Midtown	CO	17.0	8.24	8.24	7.47	7.47	4.99	7.60	11.18	0.45	1.06	14.62	3.78	13.73	3.46
2025	9	Midtown	CO	18.0	8.15	8.15	7.39	7.39	4.87	7.53	10.54	0.42	1.01	14.54	3.69	13.65	3.38
2025	9	Midtown	CO	19.0	8.08	8.08	7.32	7.32	4.77	7.46	9.96	0.40	0.95	14.46	3.62	13.58	3.31
2025	9	Midtown	CO	20.0	8.01	8.01	7.26	7.26	4.68	7.39	9.45	0.38	0.91	14.39	3.55	13.52	3.25
2025	9	Midtown	CO	21.0	7.95	7.95	7.20	7.20	4.60	7.34	8.96	0.36	0.86	14.33	3.49	13.46	3.19
2025	9	Midtown	CO	22.0	7.90	7.90	7.16	7.16	4.53	7.29	8.52	0.35	0.82	14.28	3.44	13.42	3.15
2025	9	Midtown	CO	23.0	7.85	7.85	7.11	7.11	4.46	7.25	8.12	0.33	0.78	14.23	3.39	13.37	3.10
2025	9	Midtown	CO	24.0	7.80	7.80	7.07	7.07	4.40	7.20	7.75	0.32	0.75	14.19	3.34	13.33	3.06
2025	9	Midtown	CO	25.0	7.76	7.76	7.04	7.04	4.35	7.17	7.41	0.30	0.72	14.14	3.30	13.29	3.02
2025	9	Midtown	CO	26.0	7.74	7.74	7.02	7.02	4.32	7.15	7.12	0.29	0.69	14.13	3.28	13.28	3.01
2025	9	Midtown	CO	27.0	7.73	7.73	7.01	7.01	4.29	7.14	6.85	0.28	0.66	14.11	3.27	13.27	3.00
2025	9	Midtown	CO	28.0	7.71	7.71	6.99	6.99	4.27	7.13	6.60	0.27	0.64	14.09	3.25	13.25	2.98
2025	9	Midtown	CO	29.0	7.70	7.70	6.98	6.98	4.25	7.11	6.36	0.26	0.61	14.08	3.24	13.24	2.97
2025	9	Midtown	CO	30.0	7.68	7.68	6.97	6.97	4.23	7.10	6.15	0.25	0.59	14.07	3.22	13.23	2.96
2025	9	Midtown	CO	31.0	7.69	7.69	6.98	6.98	4.24	7.11	5.97	0.24	0.58	14.08	3.23	13.24	2.97
2025	9	Midtown	CO	32.0	7.70	7.70	6.99	6.99	4.25	7.13	5.81	0.24	0.56	14.09	3.24	13.25	2.98
2025	9	Midtown	CO	33.0	7.71	7.71	7.00	7.00	4.26	7.13	5.66	0.23	0.54	14.09	3.25	13.26	2.99
2025	9	Midtown	CO	34.0	7.72	7.72	7.01	7.01	4.26	7.14	5.52	0.22	0.53	14.10	3.26	13.27	3.00
2025	9	Midtown	CO	35.0	7.73	7.73	7.02	7.02	4.27	7.15	5.38	0.22	0.51	14.11	3.27	13.28	3.01
2025	9	Midtown	CO	36.0	7.79	7.79	7.08	7.08	4.35	7.22	5.29	0.21	0.50	14.17	3.33	13.34	3.07
2025	9	Midtown	CO	37.0	7.85	7.85	7.14	7.14	4.42	7.28	5.21	0.21	0.49	14.23	3.39	13.40	3.13
2025	9	Midtown	CO	38.0	7.91	7.91	7.19	7.19	4.49	7.33	5.13	0.20	0.48	14.29	3.45	13.45	3.18
2025	9	Midtown	CO	39.0	7.96	7.96	7.25	7.25	4.55	7.39	5.05	0.20	0.47	14.35	3.50	13.51	3.24
2025	9	Midtown	CO	40.0	8.01	8.01	7.30	7.30	4.62	7.44	4.98	0.20	0.47	14.40	3.55	13.56	3.29
2025	9	Midtown	CO	41.0	8.08	8.08	7.36	7.36	4.69	7.50	4.96	0.19	0.46	14.46	3.62	13.62	3.35
2025	9	Midtown	CO	42.0	8.14	8.14	7.41	7.41	4.76	7.56	4.93	0.19	0.46	14.52	3.68	13.67	3.40
2025	9	Midtown	CO	43.0	8.19	8.19	7.47	7.47	4.83	7.61	4.91	0.19	0.45	14.58	3.73	13.73	3.46
2025	9	Midtown	CO	44.0	8.25	8.25	7.52	7.52	4.90	7.67	4.89	0.19	0.45	14.63	3.79	13.78	3.51
2025	9	Midtown	CO	45.0	8.30	8.30	7.57	7.57	4.96	7.72	4.87	0.19	0.44	14.69	3.84	13.83	3.56
2025	9	Midtown	CO	46.0	8.36	8.36	7.63	7.63	5.04	7.78	4.91	0.19	0.44	14.75	3.90	13.89	3.62
2025	9	Midtown	CO	47.0	8.42	8.42	7.69	7.69	5.11	7.84	4.94	0.19	0.44	14.81	3.96	13.95	3.68
2025	9	Midtown	CO	48.0	8.48	8.48	7.75	7.75	5.18	7.90	4.97	0.19	0.44	14.87	4.02	14.01	3.74
2025	9	Midtown	CO	49.0	8.54	8.54	7.80	7.80	5.24	7.95	5.00	0.18	0.44	14.92	4.08	14.06	3.79
2025	9	Midtown	CO	50.0	8.59	8.59	7.85	7.85	5.31	8.00	5.03	0.18	0.44	14.97	4.13	14.11	3.84
2025	9	Midtown	CO	51.0	8.65	8.65	7.91	7.91	5.38	8.06	5.13	0.19	0.44	15.04	4.19	14.17	3.90
2025	9	Midtown	CO	52.0	8.71	8.71	7.97	7.97	5.45	8.12	5.23	0.19	0.45	15.10	4.25	14.23	3.96
2025	9	Midtown	CO	53.0	8.77	8.77	8.02	8.02	5.52	8.18	5.32	0.19	0.45	15.15	4.31	14.28	4.01
2025	9	Midtown	CO	54.0	8.82	8.82	8.08	8.08	5.59	8.23	5.41	0.19	0.45	15.21	4.36	14.34	4.07
2025	9	Midtown	CO	55.0	8.88	8.88	8.13	8.13	5.65	8.29	5.49	0.19	0.45	15.26	4.42	14.39	4.12

Table T1-24

PM10 Emission Factors
2025

Analysis Year	Pollutant	Roadway Type	Auto	SUV	Taxi	Light Truck	Truck	Truck	Diesel Bus	Heavy Diesel	Diesel Bus
			g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/veh-hr	g/veh-hr
2025	PM10	Express	0.0247	0.0247	0.0247	0.0247	0.0335	0.0670	0.0313	1.0040	0.3680
2025	PM10	Tunnel	0.0247	0.0247	0.0247	0.0247	0.0335	0.0670	0.0313	1.0040	0.3680

Analysis Year	Pollutant	Roadway Type	SILT LOADING	K FACTOR	FLEET WEIGHT	C FACTOR	Paved Dust*
2025	PM10	Express	0.015	7.30	3.00	0.2119	0.083
2025	PM10	Tunnel			0.153	0.066	0.087

Notes:

1. Number of rainy days in New York is 140 per year.
2. Total in-tunnel emissions factor 0.153 g/vmt as measured in the Ted Williams Tunnel.
3. Paved dust for tunnels is estimated using the latest AP-42 approach.
4. Idle emissions were obtained from the Part 5 program.

Table T1-25

PM2.5 Emission Factors
2025

							Heavy	Heavy		Idle	Idle
Analysis Year	Pollutant	Roadway Type	Auto EF	SUV EF	Taxi EF	Light Truck EF	GasTruck	Diesel Truck	Diesel Bus	Heavy Diesel	Diesel Bus
			g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/vmt	g/hr	g/hr
2025	PM25	Express	0.0112	0.0113	0.0112	0.0113	0.0187	0.0376	0.0288	0.9237	0.4130
2025	PM25	Tunnel	0.0112	0.0113	0.0112	0.0113	0.0187	0.0376	0.0288	0.9237	0.4130

Analysis Year	Pollutant	Roadway Type	SILT LOADING	K FACTOR	LEET WEIGH	C FACTOR	Paved Dust
							g/vmt
2025	PM25	Express	0.000	0.00	0.00	0.0000	0.000
2025	PM25	Tunnel					0.000

Notes:

1. Number of rainy days in New York is 140 per year.
2. Fugitive dust emission factor was set to zero according to AP-42 recommendations.
3. Idle emissions were obtained from the Mob 6.2 program.

Table T1-26

Lincoln Tunnel Portals: Traffic Volumes
W/Proposed Action 2025

(Page 1 of 2)

Section	Lincoln Tunnel South Tube				
Start Time	Lincoln Tunnel South Tube	Ramp L	Ramp K	Ramp M	Ramp N
	vph	vph	vph	vph	vph
0:00	755	451	304	0	241
1:00	458	458	0	0	277
2:00	344	344	0	0	213
3:00	375	375	0	0	219
4:00	553	553	0	0	280
5:00	1338	755	583	0	238
6:00	2799	1478	1321	0	409
7:00	2767	1461	1306	0	399
8:00	3030	1753	1277	0	440
9:00	2865	1676	1189	0	375
10:00	2537	1446	1091	0	362
11:00	2386	1404	982	0	422
12:00	1732	1004	728	0	285
13:00	1726	983	743	0	325
14:00	1662	975	687	0	298
15:00	1723	1020	703	0	390
16:00	3564	1663	1902	0	1052
17:00	2936	1480	1456	272	501
18:00	3588	1646	1942	80	428
19:00	2140	1179	961	0	495
20:00	1708	1016	691	0	319
21:00	1398	746	652	0	269
22:00	1646	856	790	0	267
23:00	1613	824	789	0	274
	45643	25544	20099	352	8779

Table T1-26

Lincoln Tunnel Portals: Traffic Volumes
W/Proposed Action 2025

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube								Lincoln Tunnel North Tube
Start Time	Lincoln Tunnel Center Tube	Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A	
	vph	vph	vph	vph	vph	vph	vph	vph	vph
0:00	1078	405	277	0	673	682	396	909	2152
1:00	751	320	343	0	430	664	87	217	759
2:00	493	246	199	0	247	445	48	124	471
3:00	467	260	177	0	207	437	30	78	396
4:00	754	404	293	0	350	697	57	147	529
5:00	533	263	166	0	270	430	104	269	889
6:00	3152	836	1065	1251	1065	1369	1784	1176	3354
7:00	3350	914	921	1515	921	1374	1976	1039	3651
8:00	3288	886	926	1476	926	1349	1939	813	3405
9:00	3137	809	1023	1305	1023	1321	1817	1115	2984
10:00	2464	654	914	896	914	1111	1353	1719	4138
11:00	1904	648	734	522	734	1015	889	1771	4645
12:00	1565	605	472	0	960	1077	488	1225	2842
13:00	1637	595	410	0	1042	1004	632	1602	3975
14:00	1831	575	450	0	1256	1025	806	2035	3660
15:00	1481	440	411	0	1041	851	630	1592	2725
16:00	3919	0	1939	0	3919	1939	1980	1980	2991
17:00	3422	0	1608	0	3422	1608	1814	1814	2540
18:00	3388	0	1932	0	3388	1932	1456	1456	1682
19:00	1426	346	321	0	1080	667	759	1954	3604
20:00	1864	586	596	0	1278	1182	683	1743	3378
21:00	915	208	101	0	707	309	606	1568	3827
22:00	1202	340	171	0	862	511	691	1787	3778
23:00	825	39	47	0	786	86	739	1882	3430
	44846	10379	15498	6965	27502	23085	21761	30013	65804

Table T1-27

Lincoln Tunnel Portals: Vehicle Mixes
Proposed Action 2025
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Start Time	Lincoln Tunnel South Tube								Lincoln Tunnel South Tube: Ramp L								Lincoln Tunnel South Tube: Ramp K							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%
1:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%
2:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%
3:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%
4:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%
5:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%
6:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%
7:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%
8:00	67%	14%	3%	13%	1%	1%	1%	100%	61%	18%	4%	15%	1%	0%	1%	100%	77%	8%	1%	10%	0%	1%	2%	100%
9:00	63%	14%	4%	11%	1%	1%	6%	100%	59%	18%	5%	13%	1%	0%	3%	100%	73%	9%	1%	9%	0%	1%	7%	100%
10:00	63%	14%	4%	11%	1%	1%	6%	100%	59%	18%	5%	13%	1%	0%	3%	100%	73%	9%	1%	9%	0%	1%	7%	100%
11:00	61%	13%	6%	13%	1%	1%	5%	100%	53%	18%	7%	14%	2%	1%	5%	100%	74%	7%	2%	7%	1%	0%	8%	100%
12:00	56%	12%	8%	12%	2%	1%	9%	100%	48%	18%	9%	15%	2%	2%	7%	100%	75%	6%	3%	6%	1%	0%	9%	100%
13:00	58%	13%	7%	12%	1%	1%	7%	100%	51%	18%	8%	14%	2%	1%	6%	100%	74%	7%	2%	7%	1%	0%	8%	100%
14:00	54%	14%	8%	8%	1%	1%	15%	100%	52%	17%	9%	10%	1%	1%	10%	100%	63%	11%	2%	5%	1%	0%	19%	100%
15:00	54%	14%	8%	8%	1%	1%	15%	100%	52%	17%	9%	10%	1%	1%	10%	100%	63%	11%	2%	5%	1%	0%	19%	100%
16:00	54%	14%	8%	8%	1%	1%	15%	100%	52%	17%	9%	10%	1%	1%	10%	100%	63%	11%	2%	5%	1%	0%	19%	100%
17:00	52%	15%	7%	4%	0%	0%	21%	100%	57%	16%	8%	6%	0%	0%	13%	100%	51%	16%	2%	3%	0%	0%	29%	100%
18:00	58%	15%	4%	7%	0%	0%	15%	100%	59%	18%	5%	8%	1%	0%	9%	100%	60%	13%	2%	5%	0%	0%	20%	100%
19:00	54%	14%	8%	8%	1%	1%	15%	100%	59%	18%	5%	8%	1%	0%	9%	100%	60%	13%	2%	5%	0%	0%	20%	100%
20:00	64%	15%	2%	9%	1%	1%	8%	100%	62%	20%	2%	11%	1%	0%	5%	100%	69%	10%	2%	7%	0%	1%	12%	100%
21:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%
22:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%
23:00	60%	14%	5%	10%	1%	1%	10%	100%	57%	18%	6%	12%	1%	1%	6%	100%	68%	10%	2%	7%	0%	1%	13%	100%

Table T1-27

Lincoln Tunnel Portals: Vehicle Mixes
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Start Time	Lincoln Tunnel South Tube: Ramp M								Lincoln Tunnel South Tube: Ramp N								Lincoln Tunnel Center Tube							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%
1:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%
2:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%
3:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%
4:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%
5:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%
6:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%
7:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%
8:00	0%	0%	0%	0%	0%	0%	0%	0%	62%	19%	1%	14%	0%	0%	4%	100%	46%	16%	0%	4%	0%	0%	34%	100%
9:00	0%	0%	0%	0%	0%	0%	0%	0%	60%	17%	1%	13%	0%	0%	8%	100%	53%	18%	1%	5%	0%	0%	23%	100%
10:00	0%	0%	0%	0%	0%	0%	0%	0%	61%	18%	1%	14%	0%	0%	6%	100%	53%	18%	1%	5%	0%	0%	23%	100%
11:00	0%	0%	0%	0%	0%	0%	0%	0%	58%	15%	1%	12%	1%	1%	12%	100%	58%	21%	1%	9%	0%	0%	12%	100%
12:00	0%	0%	0%	0%	0%	0%	0%	0%	56%	12%	1%	11%	2%	1%	19%	100%	63%	23%	1%	12%	0%	0%	0%	100%
13:00	0%	0%	0%	0%	0%	0%	0%	0%	57%	13%	1%	11%	1%	1%	15%	100%	60%	22%	1%	10%	0%	0%	6%	100%
14:00	0%	0%	0%	0%	0%	0%	0%	0%	49%	4%	10%	2%	0%	1%	33%	100%	65%	23%	1%	9%	0%	0%	1%	100%
15:00	0%	0%	0%	0%	0%	0%	0%	0%	49%	4%	10%	2%	0%	1%	33%	100%	65%	23%	1%	9%	0%	0%	1%	100%
16:00	51%	10%	2%	2%	0%	0%	36%	100%	49%	4%	10%	2%	0%	1%	33%	100%	65%	23%	1%	9%	0%	0%	1%	100%
17:00	51%	10%	2%	2%	0%	0%	36%	100%	49%	4%	10%	2%	0%	1%	33%	100%	68%	23%	2%	5%	0%	0%	2%	100%
18:00	51%	10%	2%	1%	0%	0%	36%	100%	60%	17%	1%	13%	0%	0%	9%	100%	65%	22%	1%	5%	0%	0%	7%	100%
19:00	51%	10%	2%	1%	0%	0%	36%	100%	60%	17%	1%	13%	0%	0%	9%	100%	65%	22%	1%	5%	0%	0%	7%	100%
20:00	51%	10%	2%	1%	0%	0%	37%	100%	58%	15%	1%	11%	1%	1%	14%	100%	62%	22%	1%	5%	0%	0%	11%	100%
21:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%
22:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%
23:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	15%	1%	12%	1%	1%	12%	100%	60%	21%	1%	7%	0%	0%	12%	100%

Table T1-27

Lincoln Tunnel Portals: Vehicle Mixes
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Start Time	Lincoln Tunnel Center Tube: Ramp J								Lincoln Tunnel Center Tube: Ramp B								Lincoln Tunnel Center Tube: Ramp H							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
1:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
2:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
3:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
4:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
5:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
6:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
7:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
8:00	52%	18%	0%	2%	0%	0%	28%	100%	58%	23%	0%	5%	0%	0%	13%	100%	0%	0%	0%	0%	0%	0%	99%	100%
9:00	53%	19%	1%	7%	0%	0%	21%	100%	62%	22%	0%	6%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
10:00	52%	19%	1%	5%	0%	0%	24%	100%	60%	22%	0%	5%	0%	0%	12%	100%	0%	0%	0%	0%	0%	0%	100%	100%
11:00	50%	18%	1%	18%	0%	0%	12%	100%	66%	20%	0%	8%	0%	0%	6%	100%	0%	0%	0%	0%	0%	0%	100%	100%
12:00	48%	18%	2%	32%	0%	0%	0%	100%	71%	17%	0%	11%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
13:00	49%	18%	2%	25%	0%	0%	6%	100%	68%	18%	0%	10%	0%	0%	3%	100%	0%	0%	0%	0%	0%	0%	0%	0%
14:00	49%	18%	2%	25%	0%	0%	6%	100%	68%	18%	0%	10%	0%	0%	3%	100%	0%	0%	0%	0%	0%	0%	0%	0%
15:00	49%	18%	2%	25%	0%	0%	6%	100%	70%	24%	2%	5%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
16:00	0%	0%	0%	0%	0%	0%	0%	0%	70%	24%	2%	5%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
17:00	0%	0%	0%	0%	0%	0%	0%	0%	70%	24%	2%	5%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
18:00	56%	20%	1%	2%	0%	0%	20%	100%	62%	23%	0%	4%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
19:00	56%	20%	1%	2%	0%	0%	20%	100%	62%	23%	0%	4%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
20:00	60%	22%	1%	3%	0%	0%	13%	100%	67%	23%	0%	3%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
21:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
22:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
23:00	53%	20%	1%	12%	0%	0%	14%	100%	65%	21%	0%	6%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%

Table T1-27

Lincoln Tunnel Portals: Vehicle Mixes
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Start Time	Lincoln Tunnel Center Tube: Ramp I								Lincoln Tunnel Center Tube: Ramp I+J								Lincoln Tunnel Center Tube: Ramp I+H							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%
1:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%
2:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%
3:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%
4:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%
5:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%
6:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%
7:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%
8:00	71%	21%	1%	6%	0%	0%	0%	100%	57%	19%	1%	4%	0%	0%	19%	100%	26%	8%	0%	5%	0%	0%	60%	100%
9:00	71%	22%	1%	6%	0%	0%	0%	100%	60%	20%	1%	4%	0%	0%	16%	100%	33%	10%	1%	5%	0%	0%	51%	100%
10:00	71%	22%	1%	6%	0%	0%	0%	100%	60%	20%	1%	4%	0%	0%	16%	100%	33%	10%	1%	5%	0%	0%	51%	100%
11:00	70%	21%	1%	8%	0%	0%	0%	100%	58%	19%	1%	4%	0%	0%	18%	100%	29%	9%	0%	6%	0%	0%	56%	100%
12:00	68%	20%	1%	10%	0%	0%	0%	100%	56%	19%	1%	5%	0%	0%	20%	100%	24%	7%	0%	7%	0%	0%	61%	100%
13:00	69%	21%	1%	9%	0%	0%	0%	100%	57%	19%	1%	5%	0%	0%	19%	100%	26%	8%	0%	7%	0%	0%	58%	100%
14:00	69%	22%	1%	8%	0%	0%	0%	100%	64%	22%	1%	3%	0%	0%	10%	100%	45%	15%	1%	6%	0%	0%	33%	100%
15:00	69%	22%	1%	8%	0%	0%	0%	100%	64%	22%	1%	3%	0%	0%	10%	100%	45%	15%	1%	6%	0%	0%	33%	100%
16:00	69%	22%	1%	8%	0%	0%	0%	100%	64%	22%	1%	3%	0%	0%	10%	100%	45%	15%	1%	6%	0%	0%	33%	100%
17:00	69%	23%	2%	6%	0%	0%	0%	100%	72%	24%	2%	2%	0%	0%	0%	100%	66%	22%	1%	5%	0%	0%	5%	100%
18:00	70%	23%	1%	5%	0%	0%	0%	100%	68%	23%	1%	3%	0%	0%	4%	100%	55%	19%	1%	5%	0%	0%	20%	100%
19:00	70%	23%	1%	5%	0%	0%	0%	100%	68%	23%	1%	3%	0%	0%	4%	100%	55%	19%	1%	5%	0%	0%	20%	100%
20:00	70%	23%	1%	5%	0%	0%	0%	100%	65%	22%	1%	4%	0%	0%	9%	100%	44%	15%	1%	4%	0%	0%	36%	100%
21:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%
22:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%
23:00	70%	22%	1%	7%	0%	0%	0%	100%	62%	21%	1%	4%	0%	0%	12%	100%	40%	13%	1%	5%	0%	0%	41%	100%

Table T1-27

Lincoln Tunnel Portals: Vehicle Mixes
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Start Time	Lincoln Tunnel Center Tube: Ramp A								Lincoln Tunnel North Tube							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%
1:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%
2:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%
3:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%
4:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%
5:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%
6:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%
7:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%
8:00	64%	19%	7%	9%	0%	0%	0%	100%	40%	10%	7%	12%	4%	0%	26%	100%
9:00	64%	20%	7%	10%	0%	0%	0%	100%	41%	11%	8%	14%	4%	0%	23%	100%
10:00	64%	20%	7%	10%	0%	0%	0%	100%	41%	11%	8%	14%	4%	0%	23%	100%
11:00	60%	21%	7%	12%	0%	0%	0%	100%	42%	11%	8%	19%	4%	0%	16%	100%
12:00	56%	22%	8%	14%	0%	0%	0%	100%	44%	11%	8%	24%	4%	0%	9%	100%
13:00	58%	21%	8%	13%	0%	0%	0%	100%	43%	11%	8%	21%	4%	0%	12%	100%
14:00	62%	22%	5%	11%	0%	0%	0%	100%	45%	13%	5%	19%	3%	0%	15%	100%
15:00	62%	22%	5%	11%	0%	0%	0%	100%	45%	13%	5%	19%	3%	0%	15%	100%
16:00	62%	22%	5%	11%	0%	0%	0%	100%	45%	13%	5%	19%	3%	0%	15%	100%
17:00	68%	23%	2%	7%	0%	0%	0%	100%	46%	15%	3%	13%	2%	0%	21%	100%
18:00	67%	20%	5%	8%	0%	0%	0%	100%	42%	12%	8%	15%	3%	0%	21%	100%
19:00	67%	20%	5%	8%	0%	0%	0%	100%	42%	12%	8%	15%	3%	0%	21%	100%
20:00	66%	18%	8%	8%	0%	0%	0%	100%	37%	10%	14%	16%	3%	0%	20%	100%
21:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%
22:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%
23:00	64%	20%	6%	10%	0%	0%	0%	100%	42%	11%	8%	16%	4%	0%	19%	100%

Table T1-28

Lincoln Tunnel Portals: Traffic Speeds
Proposed Action 2025

(Page 1 of 2)

Section	Lincoln Tunnel South Tube					
Start Time	Lincoln Tunnel South Tube	Lincoln Tunnel South Tube	Ramp L	Ramp K	Ramp M	Ramp N
	vph	mph	mph	mph	mph	mph
0:00	755	30	30	30	-	30
1:00	458	30	30	0	-	30
2:00	344	30	30	0	-	30
3:00	375	30	30	0	-	30
4:00	553	30	12	0	-	30
5:00	1338	30	10	11	-	30
6:00	2799	7	6	7	-	30
7:00	2767	7	6	7	-	30
8:00	3030	6	5	7	-	30
9:00	2865	7	5	8	-	30
10:00	2537	7	6	8	-	30
11:00	2386	8	6	9	-	30
12:00	1732	9	9	10	-	30
13:00	1726	9	9	10	-	30
14:00	1662	9	9	11	-	30
15:00	1723	9	9	11	-	30
16:00	3564	5	5	3	-	8
17:00	2936	6	6	6	30	30
18:00	3588	5	5	3	30	30
19:00	2140	8	8	9	-	30
20:00	1708	9	9	11	-	30
21:00	1398	30	10	11	-	30
22:00	1646	9	10	10	-	30
23:00	1613	9	10	10	-	30

Table T1-28

Lincoln Tunnel Portals: Traffic Speeds
Proposed Action 2025

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube									Lincoln Tunnel North Tube	Lincoln Tunnel North Tube
Start Time	Lincoln Tunnel Center Tube	Lincoln Tunnel Center Tube	Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A		
	vph	mph	mph	mph	mph	mph	mph	mph	mph	vph	mph
0:00	1078	30.0	30.0	30.0	-	30.0	30.0	30.0	10.7	2152	8.1
1:00	751	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	759	30.0
2:00	493	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	471	30.0
3:00	467	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	396	30.0
4:00	754	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	529	30.0
5:00	533	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	889	30.0
6:00	3152	6.0	25.0	22.3	20.1	22.3	18.7	13.8	10.1	3354	5.5
7:00	3350	5.6	24.1	24.0	17.0	24.0	18.6	11.5	10.4	3651	4.9
8:00	3288	5.7	24.5	24.0	17.4	24.0	18.9	11.9	10.9	3405	5.4
9:00	3137	6.0	25.4	22.8	19.5	22.8	19.3	13.4	10.3	2984	6.3
10:00	2464	7.4	30.0	24.1	24.3	24.1	21.8	18.9	9.0	4138	3.9
11:00	1904	8.6	30.0	26.3	30.0	26.3	22.9	24.4	8.9	4645	2.8
12:00	1565	9.3	30.0	30.0	-	23.6	22.2	30.0	10.0	2842	6.6
13:00	1637	9.2	30.0	30.0	-	22.6	23.0	30.0	9.2	3975	4.2
14:00	1831	8.8	30.0	30.0	-	20.0	22.8	25.4	8.3	3660	4.9
15:00	1481	30.0	30.0	30.0	-	22.6	24.9	30.0	9.3	2725	6.9
16:00	3919	4.4	-	11.9	-	5.0	11.9	11.4	8.4	2991	6.3
17:00	3422	5.4	-	15.8	-	5.0	15.8	13.4	8.8	2540	7.3
18:00	3388	5.5	-	12.0	-	5.0	12.0	17.7	9.5	1682	9.1
19:00	1426	30.0	30.0	30.0	-	22.1	30.0	26.0	8.5	3604	5.0
20:00	1864	8.7	30.0	30.0	-	19.8	20.9	30.0	8.9	3378	5.5
21:00	915	30.0	30.0	30.0	-	26.6	30.0	30.0	9.3	3827	4.6
22:00	1202	30.0	30.0	30.0	-	24.7	30.0	30.0	8.8	3778	4.7
23:00	825	30.0	30.0	30.0	-	25.6	30.0	26.2	8.6	3430	5.4

Table T1-29

Lincoln Tunnel Portals: CO Emission Rates

W/Proposed Action 2025

(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.59	0.335	0.182	0.071	0.063	0.06	0.000	0.022
1:00	0.30	0.172	0.094	0.036	0.064	0.00	0.000	0.025
2:00	0.20	0.117	0.064	0.025	0.048	0.00	0.000	0.019
3:00	0.23	0.131	0.071	0.028	0.052	0.00	0.000	0.020
4:00	0.39	0.222	0.121	0.047	0.092	0.00	0.000	0.025
5:00	1.23	0.701	0.381	0.148	0.130	0.13	0.000	0.022
6:00	1.65	0.939	0.510	0.198	0.315	0.35	0.000	0.037
7:00	1.64	0.933	0.507	0.196	0.323	0.37	0.000	0.039
8:00	1.88	1.071	0.582	0.225	0.399	0.34	0.000	0.042
9:00	1.74	0.993	0.540	0.209	0.372	0.31	0.000	0.036
10:00	1.56	0.888	0.483	0.187	0.299	0.28	0.000	0.033
11:00	1.47	0.839	0.456	0.177	0.281	0.24	0.000	0.036
12:00	1.02	0.583	0.317	0.123	0.178	0.17	0.000	0.025
13:00	1.04	0.590	0.321	0.124	0.168	0.16	0.000	0.022
14:00	0.93	0.531	0.289	0.112	0.166	0.14	0.000	0.020
15:00	0.97	0.554	0.301	0.117	0.177	0.15	0.000	0.026
16:00	1.92	1.097	0.597	0.231	0.362	0.63	0.000	0.099
17:00	1.56	0.891	0.484	0.188	0.300	0.37	0.005	0.047
18:00	1.95	1.113	0.605	0.234	0.372	0.75	0.001	0.040
19:00	1.22	0.694	0.377	0.146	0.224	0.23	0.000	0.044
20:00	1.03	0.585	0.318	0.123	0.177	0.15	0.000	0.029
21:00	1.30	0.741	0.403	0.156	0.128	0.14	0.000	0.024
22:00	0.97	0.551	0.299	0.116	0.150	0.18	0.000	0.024
23:00	0.94	0.538	0.292	0.113	0.000	0.00	0.000	0.000

Table T1-29

Lincoln Tunnel Portals: CO Emission Rates
W/Proposed Action 2025

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00	0.000				0.048	0.022	0.00	0.07	0.04	0.01	0.091
1:00	0.000				0.038	0.027	0.00	0.04	0.03	0.00	0.022
2:00	0.000				0.029	0.016	0.00	0.02	0.02	0.00	0.012
3:00	0.000				0.031	0.014	0.00	0.02	0.02	0.00	0.008
4:00	0.000				0.047	0.023	0.00	0.03	0.04	0.00	0.015
5:00	0.000				0.031	0.013	0.00	0.03	0.02	0.00	0.027
6:00	1.375	0.784	0.426	0.165	0.100	0.087	0.02	0.11	0.08	0.08	0.144
7:00	1.385	0.790	0.429	0.166	0.094	0.069	0.02	0.09	0.07	0.07	0.126
8:00	1.211	0.690	0.375	0.145	0.099	0.071	0.02	0.09	0.07	0.07	0.097
9:00	1.278	0.728	0.396	0.153	0.086	0.077	0.02	0.10	0.07	0.07	0.136
10:00	1.113	0.634	0.345	0.134	0.078	0.074	0.01	0.09	0.06	0.04	0.218
11:00	1.022	0.582	0.317	0.123	0.086	0.062	0.00	0.07	0.05	0.02	0.225
12:00	0.000				0.076	0.039	0.00	0.10	0.05	0.01	0.149
13:00	0.000				0.075	0.033	0.00	0.11	0.05	0.03	0.202
14:00	0.000				0.072	0.038	0.00	0.13	0.05	0.03	0.265
15:00	0.000				0.000	0.034	0.00	0.11	0.05	0.03	0.200
16:00	0.000				0.000	0.179	0.00	0.62	0.12	0.13	0.259
17:00	0.000				0.000	0.130	0.00	0.54	0.10	0.09	0.230
18:00	0.000				0.000	0.163	0.00	0.54	0.12	0.07	0.183
19:00	0.000				0.041	0.025	0.00	0.11	0.04	0.03	0.255
20:00	0.000				0.069	0.047	0.00	0.13	0.06	0.02	0.224
21:00	0.000				0.024	0.008	0.00	0.07	0.02	0.02	0.198
22:00	0.000				0.040	0.013	0.00	0.09	0.03	0.03	0.230
23:00	0.000				0.000	0.000	0.00	0.00	0.00	0.00	0.000

Table T1-30

Lincoln Tunnel Portals: PM10 Emission Rates
W/Proposed Action 2025

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Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.0100	0.0057	0.0031	0.0012	0.0010	0.0009	0.0000	0.0004
1:00	0.0052	0.0029	0.0016	0.0006	0.0010	0.0000	0.0000	0.0004
2:00	0.0035	0.0020	0.0011	0.0004	0.0008	0.0000	0.0000	0.0003
3:00	0.0039	0.0022	0.0012	0.0005	0.0008	0.0000	0.0000	0.0003
4:00	0.0066	0.0038	0.0021	0.0008	0.0012	0.0000	0.0000	0.0004
5:00	0.0210	0.0120	0.0065	0.0025	0.0017	0.0017	0.0000	0.0004
6:00	0.0194	0.0110	0.0060	0.0023	0.0033	0.0040	0.0000	0.0006
7:00	0.0192	0.0110	0.0060	0.0023	0.0032	0.0039	0.0000	0.0006
8:00	0.0197	0.0112	0.0061	0.0024	0.0038	0.0038	0.0000	0.0007
9:00	0.0194	0.0111	0.0060	0.0023	0.0037	0.0036	0.0000	0.0006
10:00	0.0181	0.0103	0.0056	0.0022	0.0032	0.0033	0.0000	0.0005
11:00	0.0174	0.0099	0.0054	0.0021	0.0031	0.0029	0.0000	0.0006
12:00	0.0135	0.0077	0.0042	0.0016	0.0022	0.0022	0.0000	0.0004
13:00	0.0133	0.0076	0.0041	0.0016	0.0022	0.0022	0.0000	0.0005
14:00	0.0131	0.0074	0.0040	0.0016	0.0022	0.0021	0.0000	0.0005
15:00	0.0135	0.0077	0.0042	0.0016	0.0023	0.0021	0.0000	0.0006
16:00	0.0210	0.0120	0.0065	0.0025	0.0037	0.0057	0.0000	0.0016
17:00	0.0201	0.0115	0.0062	0.0024	0.0033	0.0044	0.0001	0.0008
18:00	0.0209	0.0119	0.0065	0.0025	0.0036	0.0058	0.0000	0.0006
19:00	0.0163	0.0093	0.0051	0.0020	0.0026	0.0029	0.0000	0.0007
20:00	0.0132	0.0075	0.0041	0.0016	0.0022	0.0021	0.0000	0.0005
21:00	0.0222	0.0126	0.0069	0.0027	0.0016	0.0020	0.0000	0.0004
22:00	0.0128	0.0073	0.0040	0.0015	0.0019	0.0024	0.0000	0.0004
23:00	0.0125	0.0071	0.0039	0.0015	0.0018	0.0024	0.0000	0.0004

Table T1-30

Lincoln Tunnel Portals: PM10 Emission Rates
W/Proposed Action 2025

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Lincoln Tunnel Center Tube										
Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec				g/sec
				105	65	80	77	45	45	80
0.0000				0.0008	0.0003	0.0000	0.0010	0.0006	0.0003	0.0013
0.0000				0.0006	0.0004	0.0000	0.0006	0.0006	0.0001	0.0003
0.0000				0.0005	0.0002	0.0000	0.0004	0.0004	0.0000	0.0002
0.0000				0.0005	0.0002	0.0000	0.0003	0.0004	0.0000	0.0001
0.0000				0.0008	0.0004	0.0000	0.0005	0.0006	0.0000	0.0002
0.0000				0.0005	0.0002	0.0000	0.0004	0.0004	0.0001	0.0004
0.0155	0.0089	0.0048	0.0019	0.0016	0.0013	0.0020	0.0015	0.0012	0.0015	0.0017
0.0152	0.0086	0.0047	0.0018	0.0018	0.0011	0.0024	0.0013	0.0012	0.0017	0.0015
0.0168	0.0096	0.0052	0.0020	0.0018	0.0011	0.0023	0.0013	0.0011	0.0017	0.0012
0.0162	0.0093	0.0050	0.0019	0.0016	0.0012	0.0021	0.0015	0.0011	0.0016	0.0017
0.0154	0.0088	0.0048	0.0019	0.0013	0.0011	0.0014	0.0013	0.0009	0.0012	0.0026
0.0133	0.0076	0.0041	0.0016	0.0013	0.0009	0.0008	0.0010	0.0009	0.0008	0.0026
0.0000				0.0012	0.0006	0.0000	0.0014	0.0009	0.0004	0.0018
0.0000				0.0012	0.0005	0.0000	0.0015	0.0008	0.0005	0.0024
0.0000				0.0011	0.0005	0.0000	0.0018	0.0009	0.0007	0.0030
0.0000				0.0009	0.0005	0.0000	0.0015	0.0007	0.0005	0.0024
0.0000				0.0000	0.0023	0.0000	0.0056	0.0016	0.0017	0.0029
0.0000				0.0000	0.0019	0.0000	0.0049	0.0013	0.0015	0.0027
0.0000				0.0000	0.0023	0.0000	0.0048	0.0016	0.0012	0.0022
0.0000				0.0007	0.0004	0.0000	0.0015	0.0006	0.0006	0.0029
0.0000				0.0012	0.0007	0.0000	0.0018	0.0010	0.0006	0.0026
0.0000				0.0004	0.0001	0.0000	0.0010	0.0003	0.0005	0.0023
0.0000				0.0007	0.0002	0.0000	0.0012	0.0004	0.0006	0.0027
0.0000				0.0001	0.0001	0.0000	0.0011	0.0001	0.0006	0.0028

Table T1-31

Lincoln Tunnel Portals: PM2.5 Emission Rates
W/Proposed Action 2025

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Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.00117	0.00067	0.00036	0.00014	0.00012	0.00011	0.00000	0.00005
1:00	0.00060	0.00034	0.00019	0.00007	0.00012	0.00000	0.00000	0.00005
2:00	0.00041	0.00023	0.00013	0.00005	0.00009	0.00000	0.00000	0.00004
3:00	0.00046	0.00026	0.00014	0.00006	0.00010	0.00000	0.00000	0.00004
4:00	0.00078	0.00044	0.00024	0.00009	0.00014	0.00000	0.00000	0.00005
5:00	0.00246	0.00140	0.00076	0.00029	0.00019	0.00022	0.00000	0.00004
6:00	0.00227	0.00129	0.00070	0.00027	0.00038	0.00050	0.00000	0.00008
7:00	0.00225	0.00128	0.00070	0.00027	0.00037	0.00049	0.00000	0.00007
8:00	0.00205	0.00117	0.00064	0.00025	0.00041	0.00042	0.00000	0.00007
9:00	0.00215	0.00122	0.00067	0.00026	0.00041	0.00042	0.00000	0.00007
10:00	0.00200	0.00114	0.00062	0.00024	0.00035	0.00038	0.00000	0.00006
11:00	0.00193	0.00110	0.00060	0.00023	0.00036	0.00035	0.00000	0.00008
12:00	0.00158	0.00090	0.00049	0.00019	0.00027	0.00026	0.00000	0.00006
13:00	0.00152	0.00087	0.00047	0.00018	0.00026	0.00026	0.00000	0.00006
14:00	0.00163	0.00093	0.00050	0.00020	0.00026	0.00028	0.00000	0.00007
15:00	0.00169	0.00096	0.00052	0.00020	0.00028	0.00028	0.00000	0.00009
16:00	0.00262	0.00149	0.00081	0.00031	0.00045	0.00076	0.00000	0.00025
17:00	0.00265	0.00151	0.00082	0.00032	0.00041	0.00065	0.00002	0.00012
18:00	0.00258	0.00147	0.00080	0.00031	0.00043	0.00080	0.00000	0.00008
19:00	0.00204	0.00116	0.00063	0.00024	0.00031	0.00039	0.00000	0.00009
20:00	0.00151	0.00086	0.00047	0.00018	0.00025	0.00026	0.00000	0.00006
21:00	0.00260	0.00148	0.00081	0.00031	0.00019	0.00024	0.00000	0.00005
22:00	0.00150	0.00085	0.00046	0.00018	0.00022	0.00030	0.00000	0.00005
23:00	0.00147	0.00084	0.00045	0.00018	0.00021	0.00030	0.00000	0.00005

Table T1-31

Lincoln Tunnel Portals: PM2.5 Emission Rates
W/Proposed Action 2025

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec				g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00	0.00000				0.00010	0.00004	0.00000	0.00010	0.00007	0.00006	0.00014
1:00	0.00000				0.00008	0.00005	0.00000	0.00006	0.00007	0.00001	0.00003
2:00	0.00000				0.00006	0.00003	0.00000	0.00004	0.00005	0.00001	0.00002
3:00	0.00000				0.00006	0.00002	0.00000	0.00003	0.00005	0.00000	0.00001
4:00	0.00000				0.00010	0.00004	0.00000	0.00005	0.00007	0.00001	0.00002
5:00	0.00000				0.00007	0.00002	0.00000	0.00004	0.00004	0.00001	0.00004
6:00	0.00184	0.00105	0.00057	0.00022	0.00021	0.00015	0.00050	0.00016	0.00014	0.00025	0.00018
7:00	0.00180	0.00102	0.00056	0.00022	0.00023	0.00013	0.00060	0.00014	0.00014	0.00028	0.00016
8:00	0.00255	0.00145	0.00079	0.00031	0.00026	0.00014	0.00058	0.00014	0.00015	0.00033	0.00013
9:00	0.00219	0.00125	0.00068	0.00026	0.00022	0.00015	0.00052	0.00015	0.00014	0.00028	0.00017
10:00	0.00208	0.00119	0.00065	0.00025	0.00018	0.00014	0.00035	0.00014	0.00012	0.00021	0.00027
11:00	0.00158	0.00090	0.00049	0.00019	0.00016	0.00010	0.00021	0.00011	0.00011	0.00015	0.00027
12:00	0.00000				0.00012	0.00006	0.00000	0.00014	0.00012	0.00008	0.00019
13:00	0.00000				0.00013	0.00005	0.00000	0.00016	0.00011	0.00011	0.00025
14:00	0.00000				0.00013	0.00006	0.00000	0.00019	0.00010	0.00011	0.00032
15:00	0.00000				0.00010	0.00005	0.00000	0.00016	0.00009	0.00008	0.00025
16:00	0.00000				0.00000	0.00024	0.00000	0.00058	0.00020	0.00026	0.00031
17:00	0.00000				0.00000	0.00020	0.00000	0.00051	0.00014	0.00017	0.00028
18:00	0.00000				0.00000	0.00028	0.00000	0.00051	0.00018	0.00017	0.00023
19:00	0.00000				0.00009	0.00005	0.00000	0.00016	0.00006	0.00009	0.00030
20:00	0.00000				0.00014	0.00008	0.00000	0.00019	0.00012	0.00009	0.00027
21:00	0.00000				0.00005	0.00001	0.00000	0.00011	0.00003	0.00009	0.00024
22:00	0.00000				0.00008	0.00002	0.00000	0.00013	0.00005	0.00010	0.00028
23:00	0.00000				0.00001	0.00001	0.00000	0.00012	0.00001	0.00011	0.00029

Table T1-32

Lincoln Tunnel Portals: Traffic Volumes
No Action 2025

(Page 1 of 2)

Section	Lincoln Tunnel South Tube					
Start Time	Lincoln Tunnel South Tube	Ramp L	Ramp K	Ramp M	Ramp N	Lincoln Tunnel Center Tube
	vph	vph	vph	vph	vph	vph
0:00	742	439	303	0	241	862
1:00	461	461	0	0	276	736
2:00	346	346	0	0	213	491
3:00	377	377	0	0	219	467
4:00	557	557	0	0	280	754
5:00	1343	761	582	0	238	537
6:00	2773	1455	1319	0	416	3207
7:00	2719	1416	1303	0	405	3372
8:00	2792	1530	1262	0	435	3101
9:00	2655	1479	1176	0	371	2986
10:00	2454	1367	1087	0	366	2457
11:00	2318	1339	980	0	429	1912
12:00	1651	926	725	0	284	1484
13:00	1654	914	740	0	323	1569
14:00	1571	888	683	0	296	1704
15:00	1665	965	700	0	388	1401
16:00	3491	1589	1902	0	1053	3570
17:00	2846	1390	1456	247	501	2993
18:00	3535	1592	1942	73	428	3119
19:00	2049	1096	954	0	491	1313
20:00	1492	813	679	0	309	1582
21:00	1397	747	650	0	269	926
22:00	1648	860	788	0	267	1219
23:00	1611	823	787	0	274	779
	44149	24131	20018	320	8771	42543

Table T1-32

Lincoln Tunnel Portals: Traffic Volumes
No Action 2025

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube							Lincoln Tunnel North Tube
Start Time	Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A	
	vph	vph	vph	vph	vph	vph	vph	vph
0:00	403	277	0	458	680	181	464	1191
1:00	319	344	0	417	663	74	189	665
2:00	245	199	0	246	444	47	121	439
3:00	259	177	0	208	436	31	79	376
4:00	402	293	0	352	696	59	150	504
5:00	262	167	0	275	430	107	275	850
6:00	841	1130	1237	1130	1406	1802	1213	3372
7:00	917	957	1497	957	1396	1976	1062	3658
8:00	875	767	1459	767	1259	1842	801	3372
9:00	801	895	1290	895	1249	1738	1108	2955
10:00	655	917	885	917	1113	1343	1730	4128
11:00	650	746	516	746	1023	889	1794	4643
12:00	603	418	0	881	1021	463	1165	2728
13:00	593	359	0	976	951	617	1561	3896
14:00	568	352	0	1136	920	784	1985	3548
15:00	437	350	0	964	787	615	1557	2666
16:00	0	1697	0	3570	1697	1874	1874	3020
17:00	0	1407	0	2993	1407	1586	1586	2524
18:00	0	1692	0	3119	1692	1428	1428	1699
19:00	338	205	0	975	543	770	1965	3575
20:00	567	322	0	1015	889	693	1765	3412
21:00	206	99	0	720	306	621	1588	3798
22:00	338	170	0	881	508	711	1815	3759
23:00	39	47	0	740	86	693	1776	3128
	10318	13988	6883	25341	21600	20942	29052	63906

Table T1-33

Lincoln Tunnel Portals: Vehicle Mixes
No Action 2025
(Page 1 of 5)

Start Time	Lincoln Tunnel South Tube								Lincoln Tunnel South Tube: Ramp L								Lincoln Tunnel South Tube: Ramp K							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%
1:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%
2:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%
3:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%
4:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%
5:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%
6:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%
7:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%
8:00	67%	14%	2%	14%	1%	1%	1%	100%	61%	18%	2%	17%	1%	0%	1%	100%	77%	8%	1%	10%	0%	1%	2%	100%
9:00	63%	14%	3%	12%	1%	1%	6%	100%	59%	18%	3%	15%	1%	0%	4%	100%	72%	9%	1%	9%	0%	1%	8%	100%
10:00	63%	14%	3%	12%	1%	1%	6%	100%	59%	18%	3%	15%	1%	0%	4%	100%	72%	9%	1%	9%	0%	1%	8%	100%
11:00	62%	14%	3%	12%	1%	1%	8%	100%	56%	19%	3%	14%	2%	1%	6%	100%	72%	7%	2%	8%	1%	1%	9%	100%
12:00	60%	13%	3%	11%	2%	1%	10%	100%	53%	20%	2%	14%	2%	2%	7%	100%	73%	6%	3%	7%	1%	1%	10%	100%
13:00	61%	13%	3%	11%	1%	1%	9%	100%	55%	19%	2%	14%	2%	1%	6%	100%	72%	6%	3%	8%	1%	1%	9%	100%
14:00	57%	14%	3%	8%	1%	1%	16%	100%	56%	18%	3%	10%	1%	1%	10%	100%	60%	10%	2%	5%	0%	0%	21%	100%
15:00	57%	14%	3%	8%	1%	1%	16%	100%	56%	18%	3%	10%	1%	1%	10%	100%	60%	10%	2%	5%	0%	0%	21%	100%
16:00	57%	14%	3%	8%	1%	1%	16%	100%	56%	18%	3%	10%	1%	1%	10%	100%	60%	10%	2%	5%	0%	0%	21%	100%
17:00	55%	16%	3%	4%	0%	0%	22%	100%	59%	17%	3%	6%	0%	0%	13%	100%	48%	15%	2%	4%	0%	0%	32%	100%
18:00	56%	15%	6%	7%	1%	0%	16%	100%	56%	17%	6%	10%	1%	0%	10%	100%	57%	12%	2%	6%	0%	0%	22%	100%
19:00	56%	15%	6%	7%	1%	0%	16%	100%	56%	17%	6%	10%	1%	0%	10%	100%	57%	12%	2%	6%	0%	0%	22%	100%
20:00	57%	13%	8%	10%	1%	1%	10%	100%	54%	17%	8%	13%	1%	0%	6%	100%	67%	9%	2%	8%	0%	1%	13%	100%
21:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%
22:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%
23:00	60%	14%	4%	10%	1%	1%	11%	100%	57%	18%	4%	12%	1%	1%	7%	100%	66%	10%	2%	7%	0%	1%	14%	100%

Table T1-33

Lincoln Tunnel Portals: Vehicle Mixes
No Action 2025
(Page 2 of 5)

Start Time	Lincoln Tunnel South Tube: Ramp M								Lincoln Tunnel South Tube: Ramp N								Lincoln Tunnel Center Tube							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%
1:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%
2:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%
3:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%
4:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%
5:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%
6:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%
7:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%
8:00	0%	0%	0%	0%	0%	0%	0%	0%	62%	19%	1%	14%	0%	0%	4%	100%	44%	15%	0%	3%	0%	0%	36%	100%
9:00	0%	0%	0%	0%	0%	0%	0%	0%	59%	17%	1%	14%	0%	0%	8%	100%	52%	18%	1%	5%	0%	0%	25%	100%
10:00	0%	0%	0%	0%	0%	0%	0%	0%	60%	18%	1%	14%	0%	0%	6%	100%	52%	18%	1%	5%	0%	0%	25%	100%
11:00	0%	0%	0%	0%	0%	0%	0%	0%	56%	14%	1%	13%	1%	1%	13%	100%	58%	21%	1%	8%	0%	0%	12%	100%
12:00	0%	0%	0%	0%	0%	0%	0%	0%	52%	11%	1%	12%	2%	1%	21%	100%	64%	24%	1%	10%	0%	0%	0%	100%
13:00	0%	0%	0%	0%	0%	0%	0%	0%	54%	13%	1%	13%	1%	1%	17%	100%	61%	22%	1%	9%	0%	0%	6%	100%
14:00	0%	0%	0%	0%	0%	0%	0%	0%	45%	4%	11%	3%	0%	1%	37%	100%	65%	23%	2%	8%	0%	0%	2%	100%
15:00	0%	0%	0%	0%	0%	0%	0%	0%	45%	4%	11%	3%	0%	1%	37%	100%	65%	23%	2%	8%	0%	0%	2%	100%
16:00	51%	10%	2%	2%	0%	0%	36%	100%	45%	4%	11%	3%	0%	1%	37%	100%	65%	23%	2%	8%	0%	0%	2%	100%
17:00	51%	10%	2%	2%	0%	0%	36%	100%	45%	4%	11%	3%	0%	1%	37%	100%	67%	23%	2%	6%	0%	0%	3%	100%
18:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	17%	1%	14%	0%	0%	10%	100%	63%	22%	2%	6%	0%	0%	8%	100%
19:00	51%	10%	2%	1%	0%	0%	36%	100%	58%	17%	1%	14%	0%	0%	10%	100%	63%	22%	2%	6%	0%	0%	8%	100%
20:00	51%	10%	2%	1%	0%	0%	37%	100%	54%	14%	1%	13%	1%	1%	16%	100%	59%	21%	1%	6%	0%	0%	12%	100%
21:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%
22:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%
23:00	51%	10%	2%	1%	0%	0%	36%	100%	56%	15%	1%	13%	1%	1%	13%	100%	59%	21%	1%	7%	0%	0%	13%	100%

Table T1-33

Lincoln Tunnel Portals: Vehicle Mixes
No Action 2025
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Start Time	Lincoln Tunnel Center Tube: Ramp J								Lincoln Tunnel Center Tube: Ramp B								Lincoln Tunnel Center Tube: Ramp H							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
1:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
2:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
3:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
4:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
5:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
6:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
7:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
8:00	55%	17%	0%	0%	0%	0%	28%	100%	56%	22%	0%	5%	0%	0%	16%	100%	0%	0%	0%	0%	0%	0%	99%	100%
9:00	56%	19%	1%	3%	0%	0%	21%	100%	59%	21%	0%	6%	0%	0%	13%	100%	0%	0%	0%	0%	0%	0%	100%	100%
10:00	56%	18%	1%	2%	0%	0%	25%	100%	58%	22%	0%	6%	0%	0%	15%	100%	0%	0%	0%	0%	0%	0%	100%	100%
11:00	57%	20%	1%	9%	0%	0%	12%	100%	65%	20%	0%	7%	0%	0%	7%	100%	0%	0%	0%	0%	0%	0%	100%	100%
12:00	58%	22%	2%	17%	0%	0%	0%	100%	73%	17%	0%	9%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
13:00	58%	21%	2%	13%	0%	0%	6%	100%	69%	18%	0%	8%	0%	0%	4%	100%	0%	0%	0%	0%	0%	0%	0%	0%
14:00	58%	21%	2%	13%	0%	0%	6%	100%	69%	18%	0%	8%	0%	0%	4%	100%	0%	0%	0%	0%	0%	0%	0%	0%
15:00	58%	21%	2%	13%	0%	0%	6%	100%	69%	23%	2%	6%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
16:00	0%	0%	0%	0%	0%	0%	0%	0%	69%	23%	2%	6%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
17:00	0%	0%	0%	0%	0%	0%	0%	0%	69%	23%	2%	6%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100%
18:00	57%	19%	1%	2%	0%	0%	22%	100%	58%	21%	0%	5%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
19:00	57%	19%	1%	2%	0%	0%	22%	100%	58%	21%	0%	5%	0%	0%	14%	100%	0%	0%	0%	0%	0%	0%	100%	100%
20:00	58%	22%	1%	3%	0%	0%	15%	100%	60%	21%	0%	6%	0%	0%	13%	100%	0%	0%	0%	0%	0%	0%	100%	100%
21:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
22:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%
23:00	57%	20%	1%	7%	0%	0%	15%	100%	63%	20%	0%	7%	0%	0%	10%	100%	0%	0%	0%	0%	0%	0%	100%	100%

Table T1-33

Lincoln Tunnel Portals: Vehicle Mixes
No Action 2025
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Start Time	Lincoln Tunnel Center Tube: Ramp I								Lincoln Tunnel Center Tube: Ramp I+J								Lincoln Tunnel Center Tube: Ramp I+H							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%
1:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%
2:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%
3:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%
4:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%
5:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%
6:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%
7:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%
8:00	71%	21%	1%	6%	0%	0%	0%	100%	56%	19%	1%	4%	0%	0%	21%	100%	25%	8%	0%	3%	0%	0%	64%	100%
9:00	70%	22%	1%	7%	0%	0%	0%	100%	59%	20%	1%	4%	0%	0%	17%	100%	32%	10%	1%	4%	0%	0%	53%	100%
10:00	70%	22%	1%	7%	0%	0%	0%	100%	59%	20%	1%	4%	0%	0%	17%	100%	32%	10%	1%	4%	0%	0%	53%	100%
11:00	70%	21%	1%	7%	0%	0%	0%	100%	57%	19%	1%	3%	0%	0%	19%	100%	28%	9%	0%	4%	0%	0%	59%	100%
12:00	70%	21%	1%	8%	0%	0%	0%	100%	56%	19%	1%	3%	0%	0%	21%	100%	24%	7%	0%	5%	0%	0%	64%	100%
13:00	70%	21%	1%	7%	0%	0%	0%	100%	57%	19%	1%	3%	0%	0%	20%	100%	26%	8%	0%	4%	0%	0%	61%	100%
14:00	69%	22%	2%	7%	0%	0%	0%	100%	63%	21%	1%	3%	0%	0%	11%	100%	44%	15%	1%	5%	0%	0%	35%	100%
15:00	69%	22%	2%	7%	0%	0%	0%	100%	63%	21%	1%	3%	0%	0%	11%	100%	44%	15%	1%	5%	0%	0%	35%	100%
16:00	69%	22%	2%	7%	0%	0%	0%	100%	63%	21%	1%	3%	0%	0%	11%	100%	44%	15%	1%	5%	0%	0%	35%	100%
17:00	68%	23%	2%	7%	0%	0%	0%	100%	71%	24%	2%	4%	0%	0%	0%	100%	65%	22%	2%	6%	0%	0%	5%	100%
18:00	69%	23%	2%	7%	0%	0%	0%	100%	66%	22%	1%	4%	0%	0%	6%	100%	55%	18%	1%	5%	0%	0%	20%	100%
19:00	69%	23%	2%	7%	0%	0%	0%	100%	66%	22%	1%	4%	0%	0%	6%	100%	55%	18%	1%	5%	0%	0%	20%	100%
20:00	69%	23%	2%	6%	0%	0%	0%	100%	62%	21%	1%	5%	0%	0%	11%	100%	45%	15%	1%	4%	0%	0%	36%	100%
21:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%
22:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%
23:00	70%	22%	2%	7%	0%	0%	0%	100%	61%	21%	1%	4%	0%	0%	13%	100%	40%	13%	1%	4%	0%	0%	42%	100%

Table T1-33

Lincoln Tunnel Portals: Vehicle Mixes
No Action 2025
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Start Time	Lincoln Tunnel Center Tube: Ramp A								Lincoln Tunnel North Tube							
	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Bus	Total
0:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%
1:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%
2:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%
3:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%
4:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%
5:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%
6:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%
7:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%
8:00	67%	20%	1%	12%	0%	0%	0%	100%	41%	10%	6%	12%	4%	0%	27%	100%
9:00	66%	21%	1%	11%	0%	0%	0%	100%	42%	11%	6%	14%	4%	0%	23%	100%
10:00	66%	21%	1%	11%	0%	0%	0%	100%	42%	11%	6%	14%	4%	0%	23%	100%
11:00	64%	22%	1%	13%	0%	0%	0%	100%	44%	11%	5%	19%	4%	0%	16%	100%
12:00	61%	24%	1%	14%	0%	0%	0%	100%	46%	11%	4%	24%	5%	0%	9%	100%
13:00	62%	23%	1%	13%	0%	0%	0%	100%	45%	11%	4%	22%	4%	0%	13%	100%
14:00	64%	23%	2%	11%	0%	0%	0%	100%	46%	13%	3%	19%	3%	0%	15%	100%
15:00	64%	23%	2%	11%	0%	0%	0%	100%	46%	13%	3%	19%	3%	0%	15%	100%
16:00	64%	23%	2%	11%	0%	0%	0%	100%	46%	13%	3%	19%	3%	0%	15%	100%
17:00	68%	23%	2%	7%	0%	0%	0%	100%	47%	15%	2%	14%	2%	0%	21%	100%
18:00	67%	23%	2%	8%	0%	0%	0%	100%	43%	13%	7%	14%	3%	0%	21%	100%
19:00	67%	23%	2%	8%	0%	0%	0%	100%	43%	13%	7%	14%	3%	0%	21%	100%
20:00	66%	23%	2%	9%	0%	0%	0%	100%	39%	10%	12%	15%	3%	0%	20%	100%
21:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%
22:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%
23:00	65%	22%	2%	11%	0%	0%	0%	100%	43%	12%	6%	16%	3%	0%	19%	100%

Table T1-34

Lincoln Tunnel Portals: Traffic Speeds
No Action 2025

(Page 1 of 2)

Section	Lincoln Tunnel South Tube					
Start Time	Lincoln Tunnel South Tube	Lincoln Tunnel South Tube	Ramp L	Ramp K	Ramp M	Ramp N
	vph	mph	mph	mph	mph	mph
0:00	742	30	30	30	-	30
1:00	461	30	30	0	-	30
2:00	346	30	30	0	-	30
3:00	377	30	30	0	-	30
4:00	557	30	12	0	-	30
5:00	1343	30	10	11	-	30
6:00	2773	7	6	7	-	30
7:00	2719	7	6	7	-	30
8:00	2792	7	5	7	-	30
9:00	2655	7	6	8	-	30
10:00	2454	7	6	8	-	30
11:00	2318	8	7	9	-	30
12:00	1651	9	9	10	-	30
13:00	1654	9	9	10	-	30
14:00	1571	9	9	11	-	30
15:00	1665	9	9	11	-	30
16:00	3491	5	5	3	-	8
17:00	2846	7	6	6	30	30
18:00	3535	5	5	3	30	30
19:00	2049	8	8	9	-	30
20:00	1492	30	10	11	-	30
21:00	1397	30	10	11	-	30
22:00	1648	9	10	10	-	30
23:00	1611	9	10	10	-	30

Table T1-34

Lincoln Tunnel Portals: Traffic Speeds
No Action 2025

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube									Lincoln Tunnel North Tube	Lincoln Tunnel North Tube
Start Time	Lincoln Tunnel Center Tube	Lincoln Tunnel Center Tube	Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A		
	vph	mph	mph	mph	mph	mph	mph	mph	mph	vph	mph
0:00	862	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	1191	30.0
1:00	736	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	665	30.0
2:00	491	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	439	30.0
3:00	467	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	376	30.0
4:00	754	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	504	30.0
5:00	537	30.0	30.0	30.0	-	30.0	30.0	30.0	30.0	850	30.0
6:00	3207	5.9	25.0	21.5	20.3	21.5	18.3	13.5	10.0	3372	5.5
7:00	3372	5.5	24.1	23.6	17.2	23.6	18.4	11.5	10.4	3658	4.9
8:00	3101	6.1	24.6	25.9	17.6	25.9	20.0	13.1	10.9	3372	5.5
9:00	2986	6.3	25.5	24.3	19.6	24.3	20.1	14.3	10.3	2955	6.4
10:00	2457	7.4	30.0	24.1	24.5	24.1	21.7	19.0	9.0	4128	3.9
11:00	1912	8.6	30.0	26.1	30.0	26.1	22.8	24.4	8.8	4643	2.8
12:00	1484	30.0	30.0	30.0	-	24.5	22.8	30.0	10.2	2728	6.9
13:00	1569	9.3	30.0	30.0	-	23.4	23.7	30.0	9.3	3896	4.4
14:00	1704	9.0	30.0	30.0	-	21.5	24.0	25.7	8.4	3548	5.1
15:00	1401	30.0	30.0	30.0	-	23.5	25.6	30.0	9.3	2666	7.0
16:00	3570	5.1	-	14.8	-	5.0	14.8	12.7	8.7	3020	6.3
17:00	2993	6.3	-	18.3	-	5.0	18.3	16.1	9.3	2524	7.3
18:00	3119	6.0	-	14.9	-	5.0	14.9	18.0	9.6	1699	9.0
19:00	1313	30.0	30.0	30.0	-	23.4	30.0	25.8	8.5	3575	5.1
20:00	1582	9.3	30.0	30.0	-	22.9	24.4	30.0	8.9	3412	5.4
21:00	926	30.0	30.0	30.0	-	26.4	30.0	30.0	9.3	3798	4.6
22:00	1219	30.0	30.0	30.0	-	24.5	30.0	26.5	8.8	3759	4.7
23:00	779	30.0	30.0	30.0	-	26.2	30.0	30.0	8.9	3128	6.0

Table T1-35

Lincoln Tunnel Portals: CO Emission Rates

NO ACTION 2025

(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.58	0.329	0.179	0.069	0.061	0.05	0.000	0.021
1:00	0.31	0.175	0.095	0.037	0.064	0.00	0.000	0.025
2:00	0.21	0.119	0.065	0.025	0.048	0.00	0.000	0.019
3:00	0.23	0.134	0.073	0.028	0.052	0.00	0.000	0.020
4:00	0.40	0.225	0.123	0.047	0.092	0.00	0.000	0.025
5:00	1.24	0.707	0.384	0.149	0.131	0.12	0.000	0.021
6:00	1.64	0.935	0.508	0.197	0.309	0.34	0.000	0.037
7:00	1.61	0.919	0.500	0.193	0.297	0.33	0.000	0.036
8:00	1.76	1.003	0.545	0.211	0.358	0.35	0.000	0.043
9:00	1.63	0.927	0.504	0.195	0.329	0.30	0.000	0.035
10:00	1.51	0.862	0.469	0.181	0.288	0.27	0.000	0.035
11:00	1.42	0.808	0.440	0.170	0.275	0.24	0.000	0.038
12:00	0.99	0.563	0.306	0.119	0.164	0.17	0.000	0.023
13:00	0.99	0.567	0.308	0.119	0.164	0.17	0.000	0.028
14:00	0.89	0.510	0.277	0.107	0.153	0.14	0.000	0.019
15:00	0.95	0.543	0.295	0.114	0.169	0.14	0.000	0.025
16:00	1.92	1.093	0.595	0.230	0.355	0.69	0.000	0.094
17:00	1.53	0.874	0.475	0.184	0.272	0.33	0.004	0.032
18:00	1.92	1.093	0.594	0.230	0.356	0.73	0.001	0.040
19:00	1.17	0.667	0.363	0.140	0.198	0.20	0.000	0.046
20:00	1.39	0.791	0.430	0.167	0.140	0.15	0.000	0.027
21:00	1.30	0.743	0.404	0.157	0.128	0.14	0.000	0.024
22:00	0.97	0.552	0.300	0.116	0.151	0.17	0.000	0.024
23:00	0.94	0.538	0.293	0.113	0.143	0.17	0.000	0.024

Table T1-35

Lincoln Tunnel Portals: CO Emission Rates

NO ACTION 2025

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00	0.000				0.047	0.021	0.00	0.05	0.03	0.01	0.048
1:00	0.000				0.037	0.026	0.00	0.04	0.03	0.00	0.019
2:00	0.000				0.029	0.015	0.00	0.02	0.02	0.00	0.012
3:00	0.000				0.030	0.014	0.00	0.02	0.02	0.00	0.008
4:00	0.000				0.047	0.022	0.00	0.03	0.04	0.00	0.015
5:00	0.000				0.031	0.013	0.00	0.03	0.02	0.00	0.028
6:00	1.365	0.778	0.423	0.164	0.100	0.089	0.02	0.12	0.08	0.08	0.151
7:00	1.362	0.777	0.422	0.163	0.109	0.075	0.02	0.10	0.08	0.09	0.131
8:00	1.135	0.647	0.352	0.136	0.091	0.055	0.02	0.08	0.06	0.06	0.097
9:00	1.210	0.690	0.375	0.145	0.088	0.067	0.02	0.09	0.06	0.06	0.137
10:00	1.085	0.619	0.336	0.130	0.069	0.067	0.01	0.09	0.06	0.04	0.224
11:00	1.005	0.573	0.312	0.121	0.078	0.059	0.00	0.07	0.05	0.02	0.232
12:00	0.000				0.080	0.035	0.00	0.09	0.05	0.01	0.144
13:00	0.000				0.075	0.029	0.00	0.10	0.05	0.02	0.198
14:00	0.000				0.072	0.029	0.00	0.12	0.05	0.03	0.261
15:00	0.000				0.055	0.029	0.00	0.10	0.04	0.02	0.198
16:00	0.000				0.000	0.156	0.00	0.56	0.10	0.09	0.245
17:00	0.000				0.000	0.124	0.00	0.47	0.09	0.09	0.203
18:00	0.000				0.000	0.136	0.00	0.49	0.10	0.07	0.181
19:00	0.000				0.037	0.015	0.00	0.10	0.03	0.04	0.259
20:00	0.000				0.066	0.024	0.00	0.10	0.05	0.03	0.229
21:00	0.000				0.024	0.008	0.00	0.07	0.02	0.02	0.203
22:00	0.000				0.039	0.013	0.00	0.09	0.03	0.03	0.236
23:00	0.000				0.005	0.004	0.00	0.07	0.00	0.02	0.230

Table T1-36

Lincoln Tunnel Portals: PM10 Emission Rates
NO ACTION 2025
(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.0099	0.0056	0.0031	0.0012	0.0010	0.0009	0.0000	0.0004
1:00	0.0053	0.0030	0.0016	0.0006	0.0010	0.0000	0.0000	0.0004
2:00	0.0036	0.0020	0.0011	0.0004	0.0008	0.0000	0.0000	0.0003
3:00	0.0040	0.0023	0.0012	0.0005	0.0008	0.0000	0.0000	0.0003
4:00	0.0068	0.0039	0.0021	0.0008	0.0012	0.0000	0.0000	0.0004
5:00	0.0212	0.0121	0.0066	0.0025	0.0017	0.0017	0.0000	0.0004
6:00	0.0193	0.0110	0.0060	0.0023	0.0032	0.0040	0.0000	0.0006
7:00	0.0191	0.0109	0.0059	0.0023	0.0031	0.0039	0.0000	0.0006
8:00	0.0191	0.0109	0.0059	0.0023	0.0034	0.0038	0.0000	0.0006
9:00	0.0187	0.0107	0.0058	0.0022	0.0033	0.0035	0.0000	0.0006
10:00	0.0178	0.0101	0.0055	0.0021	0.0030	0.0033	0.0000	0.0005
11:00	0.0172	0.0098	0.0053	0.0021	0.0030	0.0029	0.0000	0.0006
12:00	0.0130	0.0074	0.0040	0.0016	0.0021	0.0022	0.0000	0.0004
13:00	0.0129	0.0074	0.0040	0.0016	0.0020	0.0022	0.0000	0.0005
14:00	0.0125	0.0071	0.0039	0.0015	0.0020	0.0021	0.0000	0.0005
15:00	0.0132	0.0075	0.0041	0.0016	0.0021	0.0021	0.0000	0.0006
16:00	0.0211	0.0120	0.0065	0.0025	0.0035	0.0057	0.0000	0.0016
17:00	0.0200	0.0114	0.0062	0.0024	0.0031	0.0044	0.0001	0.0008
18:00	0.0210	0.0120	0.0065	0.0025	0.0035	0.0059	0.0000	0.0006
19:00	0.0158	0.0090	0.0049	0.0019	0.0024	0.0029	0.0000	0.0007
20:00	0.0240	0.0137	0.0074	0.0029	0.0018	0.0020	0.0000	0.0005
21:00	0.0223	0.0127	0.0069	0.0027	0.0016	0.0020	0.0000	0.0004
22:00	0.0129	0.0073	0.0040	0.0015	0.0019	0.0024	0.0000	0.0004
23:00	0.0126	0.0072	0.0039	0.0015	0.0018	0.0024	0.0000	0.0004

Table T1-36

Lincoln Tunnel Portals: PM10 Emission Rates
NO ACTION 2025
(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec				g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00	0.0000				0.0008	0.0003	0.0000	0.0007	0.0006	0.0002	0.0007
1:00	0.0000				0.0006	0.0004	0.0000	0.0006	0.0006	0.0001	0.0003
2:00	0.0000				0.0005	0.0002	0.0000	0.0004	0.0004	0.0000	0.0002
3:00	0.0000				0.0005	0.0002	0.0000	0.0003	0.0004	0.0000	0.0001
4:00	0.0000				0.0008	0.0004	0.0000	0.0005	0.0006	0.0001	0.0002
5:00	0.0000				0.0005	0.0002	0.0000	0.0004	0.0004	0.0001	0.0004
6:00	0.0155	0.0088	0.0048	0.0019	0.0017	0.0014	0.0019	0.0016	0.0012	0.0015	0.0018
7:00	0.0151	0.0086	0.0047	0.0018	0.0018	0.0012	0.0024	0.0014	0.0012	0.0017	0.0016
8:00	0.0167	0.0095	0.0052	0.0020	0.0017	0.0009	0.0023	0.0011	0.0011	0.0016	0.0012
9:00	0.0160	0.0091	0.0050	0.0019	0.0016	0.0011	0.0020	0.0013	0.0011	0.0015	0.0016
10:00	0.0153	0.0087	0.0047	0.0018	0.0013	0.0011	0.0014	0.0013	0.0009	0.0012	0.0026
11:00	0.0132	0.0075	0.0041	0.0016	0.0013	0.0009	0.0008	0.0011	0.0009	0.0008	0.0027
12:00	0.0000				0.0012	0.0005	0.0000	0.0013	0.0009	0.0004	0.0017
13:00	0.0000				0.0012	0.0004	0.0000	0.0014	0.0008	0.0005	0.0023
14:00	0.0000				0.0011	0.0004	0.0000	0.0016	0.0008	0.0007	0.0029
15:00	0.0000				0.0009	0.0004	0.0000	0.0014	0.0007	0.0005	0.0023
16:00	0.0000				0.0000	0.0020	0.0000	0.0051	0.0014	0.0016	0.0028
17:00	0.0000				0.0000	0.0017	0.0000	0.0043	0.0012	0.0013	0.0024
18:00	0.0000				0.0000	0.0021	0.0000	0.0045	0.0014	0.0012	0.0021
19:00	0.0000				0.0007	0.0002	0.0000	0.0014	0.0005	0.0007	0.0029
20:00	0.0000				0.0011	0.0004	0.0000	0.0015	0.0007	0.0006	0.0026
21:00	0.0000				0.0004	0.0001	0.0000	0.0010	0.0003	0.0005	0.0024
22:00	0.0000				0.0007	0.0002	0.0000	0.0013	0.0004	0.0006	0.0027
23:00	0.0000				0.0001	0.0001	0.0000	0.0011	0.0001	0.0006	0.0026

Table T1-37

Lincoln Tunnel Portals: PM2.5 Emission Rates

NO ACTION 2025

(Page 1 of 2)

Section	Lincoln Tunnel South Tube							
	Lincoln Tunnel South Tube	Portal Jet			Ramp L	Ramp K	Ramp M	Ramp N
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec	g/sec
Link Length (m)					118	160	20	80
0:00	0.00117	0.00066	0.00036	0.00014	0.000114	0.000116	0.000000	0.000046
1:00	0.00062	0.00035	0.00019	0.00007	0.000119	0.000000	0.000000	0.000053
2:00	0.00042	0.00024	0.00013	0.00005	0.000089	0.000000	0.000000	0.000041
3:00	0.00047	0.00027	0.00015	0.00006	0.000098	0.000000	0.000000	0.000042
4:00	0.00080	0.00045	0.00025	0.00010	0.000144	0.000000	0.000000	0.000053
5:00	0.00250	0.00143	0.00078	0.00030	0.000197	0.000224	0.000000	0.000045
6:00	0.00228	0.00130	0.00071	0.00027	0.000376	0.000507	0.000000	0.000079
7:00	0.00226	0.00129	0.00070	0.00027	0.000366	0.000501	0.000000	0.000077
8:00	0.00199	0.00113	0.00062	0.00024	0.000357	0.000415	0.000000	0.000071
9:00	0.00208	0.00119	0.00064	0.00025	0.000364	0.000420	0.000000	0.000066
10:00	0.00198	0.00113	0.00061	0.00024	0.000336	0.000388	0.000000	0.000062
11:00	0.00197	0.00112	0.00061	0.00024	0.000343	0.000353	0.000000	0.000082
12:00	0.00153	0.00087	0.00047	0.00018	0.000247	0.000264	0.000000	0.000060
13:00	0.00151	0.00086	0.00047	0.00018	0.000239	0.000268	0.000000	0.000065
14:00	0.00156	0.00089	0.00048	0.00019	0.000241	0.000283	0.000000	0.000073
15:00	0.00165	0.00094	0.00051	0.00020	0.000262	0.000290	0.000000	0.000096
16:00	0.00265	0.00151	0.00082	0.00032	0.000432	0.000788	0.000000	0.000261
17:00	0.00265	0.00151	0.00082	0.00032	0.000385	0.000677	0.000015	0.000124
18:00	0.00262	0.00149	0.00081	0.00031	0.000425	0.000821	0.000004	0.000077
19:00	0.00197	0.00112	0.00061	0.00024	0.000292	0.000403	0.000000	0.000089
20:00	0.00279	0.00159	0.00087	0.00034	0.000208	0.000259	0.000000	0.000061
21:00	0.00263	0.00150	0.00082	0.00032	0.000193	0.000250	0.000000	0.000051
22:00	0.00152	0.00087	0.00047	0.00018	0.000222	0.000303	0.000000	0.000051
23:00	0.00148	0.00085	0.00046	0.00018	0.000213	0.000303	0.000000	0.000052

Table T1-37

Lincoln Tunnel Portals: PM2.5 Emission Rates

NO ACTION 2025

(Page 2 of 2)

Section	Lincoln Tunnel Center Tube										
	Lincoln Tunnel Center Tube	Portal Jet			Ramp J	Ramp B	Ramp H	Ramp I	Ramp I+J	Ramp I+H	Ramp A
Start Time	g/sec	Section I	Section II	Section III	g/sec	g/sec	g/sec				g/sec
Link Length (m)					105	65	80	77	45	45	80
0:00	0.000000				0.000101	0.000040	0.000000	0.000068	0.000072	0.000026	0.000072
1:00	0.000000				0.000080	0.000050	0.000000	0.000062	0.000070	0.000011	0.000029
2:00	0.000000				0.000061	0.000029	0.000000	0.000037	0.000047	0.000007	0.000019
3:00	0.000000				0.000065	0.000026	0.000000	0.000031	0.000046	0.000004	0.000012
4:00	0.000000				0.000101	0.000043	0.000000	0.000053	0.000073	0.000008	0.000023
5:00	0.000000				0.000065	0.000024	0.000000	0.000041	0.000045	0.000016	0.000043
6:00	0.001856	0.001058	0.000575	0.000223	0.000210	0.000164	0.000491	0.000169	0.000148	0.000261	0.000188
7:00	0.001809	0.001031	0.000561	0.000217	0.000229	0.000139	0.000594	0.000143	0.000147	0.000286	0.000165
8:00	0.002576	0.001468	0.000799	0.000309	0.000256	0.000121	0.000578	0.000115	0.000145	0.000321	0.000124
9:00	0.002193	0.001250	0.000680	0.000263	0.000217	0.000135	0.000512	0.000134	0.000138	0.000277	0.000172
10:00	0.002101	0.001198	0.000651	0.000252	0.000184	0.000142	0.000350	0.000137	0.000123	0.000214	0.000268
11:00	0.001576	0.000898	0.000489	0.000189	0.000158	0.000105	0.000204	0.000111	0.000116	0.000149	0.000278
12:00	0.000000				0.000123	0.000053	0.000000	0.000132	0.000118	0.000081	0.000181
13:00	0.000000				0.000133	0.000048	0.000000	0.000146	0.000109	0.000106	0.000242
14:00	0.000000				0.000127	0.000047	0.000000	0.000170	0.000093	0.000106	0.000308
15:00	0.000000				0.000098	0.000044	0.000000	0.000144	0.000080	0.000083	0.000241
16:00	0.000000				0.000000	0.000214	0.000000	0.000533	0.000172	0.000253	0.000291
17:00	0.000000				0.000000	0.000177	0.000000	0.000447	0.000123	0.000150	0.000246
18:00	0.000000				0.000000	0.000261	0.000000	0.000466	0.000161	0.000165	0.000221
19:00	0.000000				0.000092	0.000032	0.000000	0.000146	0.000052	0.000089	0.000305
20:00	0.000000				0.000143	0.000049	0.000000	0.000151	0.000092	0.000094	0.000274
21:00	0.000000				0.000052	0.000014	0.000000	0.000107	0.000032	0.000090	0.000246
22:00	0.000000				0.000084	0.000025	0.000000	0.000131	0.000054	0.000103	0.000281
23:00	0.000000				0.000010	0.000007	0.000000	0.000110	0.000009	0.000100	0.000275

Table T1-38

7 LINE SUBWAY LINCOLN TUNNEL MAXIMUM CO CONCENTRATION (ppm)					
	Existing	W/Proposed Action		NO ACTION	
Year	**2003**	**2010**	**2025**	**2010**	**2025**
1998	3.38	3.46	3.34	3.47	3.32
1999	3.35	3.42	3.30	3.42	3.28
2000	3.41	3.49	**3.37**	3.49	**3.35**
2001	3.36	**3.50**	**3.37**	**3.50**	3.34
2002	**3.43**	3.49	3.36	3.49	3.33

Notes: 1) 8-Hour CO Background level of 2.9 ppm is included
2) 8-Hour CO NAAQS is 9 ppm

Table T1-39

7 LINE SUBWAY LINCOLN TUNNEL MAXIMUM PM_{10} 24-HOUR CONCENTRATION (μg/m3)					
	Existing	W/Proposed Action		NO ACTION	
Year	**2003**	**2010**	**2025**	**2010**	**2025**
1998	53.2	46.6	46.7	46.4	46.7
1999	52.9	46.4	46.5	**46.9**	46.4
2000	**54.3**	**46.9**	**46.9**	46.2	**46.8**
2001	51.7	46.3	46.3	45.7	46.3
2002	50.9	45.7	45.8	**46.9**	45.8

Notes: **1) 24-Hour PM_{10} Background Level of 43 μg/m^3 is Included**

2) 24-Hour PM_{10} NAAQS is 150 μg/m^3

Table T1-40

7 LINE SUBWAY LINCOLN TUNNEL MAXIMUM PM_{10} ANNUAL CONCENTRATION (μg/m3)					
	Existing	W/Proposed Action		NO ACTION	
Year	**2003**	**2010**	**2025**	**2010**	**2025**
1998	22.64	21.60	21.62	21.61	21.61
1999	**22.68**	**21.63**	**21.64**	**21.63**	**21.63**
2000	22.57	21.58	21.59	21.58	21.59
2001	22.64	21.61	21.62	21.61	21.62
2002	22.42	21.53	21.54	21.53	21.53

Notes: **1) Annual PM_{10} Background Level of 21 $\mu g/m^3$ is Included**

2) Annual PM_{10} NAAQS is 50 $\mu g/m^3$

Table T1-41

7 LINE SUBWAY LINCOLN TUNNEL $PM_{2.5}$ 24-HOUR INCREMENTS ($\mu g/m^3$)		
Year	**2010**	**2025**
1998	0.0022	0.0034
1999	0.0044	0.0038
2000	0.0054	0.0031
2001	0.0031	0.0037
2002	**0.0057**	**0.0045**

Note: **NYSDEC's 24-Hour STV is 5 $\mu g/m^3$**

Table T1-42

7 LINE SUBWAY LINCOLN TUNNEL $PM_{2.5}$ ANNUAL INCREMENTS ($\mu g/m^3$)		
Year	**2010**	**2025**
1998	-0.00001	0.0002
1999	-0.00001	0.0001
2000	-0.00001	0.0001
2001	-0.00001	0.0002
2002	**-0.00001**	**0.0002**

Note: **NYCDEP's Annual STV is 0.1 $\mu g/m^3$**

Lincoln Tunnel Ventilation Building Analysis

Table T2-1

Vent Buildings: CO Emissions
W/Proposed Action 2010

Section	Hudson & 39th		11th Ave & 39th			Route 9A & 38th	
	Hudson & 39th Stack 1 of 2	Hudson & 39th Stack 2 of 2	11th Ave & 39th Stack 1 of 3	11th Ave & 39th Stack 2 of 3	11th Ave & 39th Stack 3 of 3	Route 9A & 38th Stack 1 of 2	Route 9A & 38th Stack 2 of 2
Zone	N-3	C-3	N-4	C-4	C-5	S-3	S-4
Start Time	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
0:00	2.87	1.20	0.67	0.54	0.60	0.93	0.56
1:00	0.52	0.81	0.10	0.37	0.41	0.59	0.35
2:00	0.35	0.53	0.07	0.24	0.26	0.45	0.26
3:00	0.30	0.50	0.06	0.23	0.25	0.48	0.29
4:00	0.39	0.81	0.08	0.37	0.40	0.70	0.42
5:00	0.60	0.57	0.11	0.26	0.28	1.56	0.96
6:00	5.62	5.02	1.39	3.35	3.31	5.51	3.28
7:00	6.57	5.49	1.67	3.62	3.57	5.38	3.20
8:00	5.65	4.62	1.40	3.13	3.11	5.73	3.42
9:00	4.58	4.43	1.10	3.01	2.99	5.31	3.16
10:00	8.37	3.36	2.24	2.33	2.33	4.80	2.85
11:00	11.23	2.49	3.24	1.75	1.77	4.42	2.62
12:00	4.34	1.73	1.04	0.78	0.86	2.99	1.77
13:00	7.91	1.74	2.08	0.79	0.86	3.00	1.78
14:00	6.53	2.49	1.66	1.13	1.24	1.74	1.09
15:00	4.13	1.63	0.98	0.74	0.81	3.00	1.78
16:00	4.98	5.17	1.21	2.31	1.56	7.77	4.67
17:00	3.77	3.88	0.89	1.73	1.14	5.67	3.37
18:00	2.28	4.02	0.53	1.79	1.15	7.94	4.78
19:00	6.38	1.50	1.62	0.68	0.74	3.89	2.30
20:00	5.89	2.62	1.47	1.19	1.30	3.11	1.84
21:00	7.34	0.95	1.91	0.43	0.47	1.62	1.00
22:00	7.16	1.26	1.85	0.57	0.63	2.92	1.73
23:00	5.52	0.83	1.36	0.38	0.41	1.84	1.14

Table T2-2

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2010 Build, Proposed Action
Pollutant: CO

Background Level (ppm): 2.9

Receptor #	Description	Analysis Period	2010 Build 8-Hour Output Year : 1998 (ppm)	2010 Build 8-Hour Output Year : 1999 (ppm)	2010 Build 8-Hour Output Year : 2000 (ppm)	2010 Build 8-Hour Output Year : 2001 (ppm)	2010 Build 8-Hour Output Year : 2002 (ppm)	2010 Build 8-Hour Output Maximum (ppm)	2010 Build Total 8-hour Level (ppm)	2010 Build NAAQS 9 ppm
1	pedestrian level	8-Hour	0.11	0.13	0.10	0.13	0.11	0.13	3.03	no
2	JJCC roof	8-Hour	0.30	0.34	0.32	0.32	0.28	0.34	3.24	no
3	JJCC roof	8-Hour	0.23	0.24	0.25	0.28	0.20	0.28	3.18	no
4	JJCC roof	8-Hour	0.76	0.81	0.94	0.72	0.76	0.94	3.84	no
5	JJCC roof	8-Hour	0.40	0.44	0.40	0.50	0.40	0.50	3.40	no
6	JJCC roof	8-Hour	1.10	1.11	0.99	1.14	0.90	1.14	4.04	no
7	Proposed Hotel	8-Hour	0.14	0.14	0.13	0.14	0.15	0.15	3.05	no
8	Proposed Hotel	8-Hour	0.16	0.21	0.14	0.15	0.14	0.21	3.11	no
9	Proposed Hotel	8-Hour	0.15	0.23	0.16	0.14	0.15	0.23	3.13	no
10	Proposed Hotel	8-Hour	0.15	0.19	0.18	0.13	0.14	0.19	3.09	no
11	pedestrian level	8-Hour	0.14	0.13	0.15	0.17	0.15	0.17	3.07	no
12	pedestrian level	8-Hour	0.13	0.12	0.09	0.11	0.12	0.13	3.03	no
13	pedestrian level	8-Hour	0.13	0.13	0.11	0.11	0.14	0.14	3.04	no
14	pedestrian level	8-Hour	0.11	0.11	0.09	0.11	0.11	0.11	3.01	no
15	pedestrian level	8-Hour	0.15	0.16	0.16	0.16	0.17	0.17	3.07	no
16	Site 14	8-Hour	0.18	0.15	0.12	0.13	0.15	0.18	3.08	no
17	pedestrian level	8-Hour	0.13	0.15	0.12	0.13	0.14	0.15	3.05	no
18	pedestrian level	8-Hour	0.13	0.14	0.14	0.13	0.17	0.17	3.07	no
19	pedestrians	8-Hour	0.06	0.08	0.06	0.08	0.09	0.09	2.99	no
20	pedestrians	8-Hour	0.09	0.07	0.05	0.07	0.07	0.09	2.99	no
21	pedestrians	8-Hour	0.08	0.06	0.04	0.04	0.04	0.08	2.98	no
22	pedestrians	8-Hour	0.07	0.06	0.06	0.05	0.04	0.07	2.97	no
23	pedestrians	8-Hour	0.07	0.07	0.06	0.07	0.07	0.07	2.97	no
24	pedestrians	8-Hour	0.07	0.04	0.05	0.05	0.05	0.07	2.97	no
25	pedestrians	8-Hour	0.08	0.08	0.10	0.10	0.10	0.10	3.00	no
26	pedestrians	8-Hour	0.11	0.08	0.09	0.15	0.14	0.15	3.05	no
27	Site 18	8-Hour	0.10	0.10	0.10	0.13	0.08	0.13	3.03	no
28	Site 18	8-Hour	0.10	0.10	0.10	0.13	0.09	0.13	3.03	no
29	Site 18	8-Hour	0.10	0.08	0.09	0.11	0.08	0.11	3.01	no
30	Existing Residence	8-Hour	0.17	0.14	0.16	0.17	0.19	0.19	3.09	no
31	Existing Residence	8-Hour	0.17	0.19	0.22	0.23	0.24	0.24	3.14	no
32	Existing Residence	8-Hour	0.20	0.24	0.29	0.25	0.25	0.29	3.19	no
33	Existing Residence	8-Hour	0.25	0.28	0.37	0.34	0.34	0.37	3.27	no
34	Existing Residence	8-Hour	0.18	0.15	0.16	0.19	0.17	0.19	3.09	no
35	Existing Residence	8-Hour	0.21	0.22	0.22	0.30	0.33	0.33	3.23	no
36	Existing Residence	8-Hour	0.27	0.26	0.24	0.28	0.38	0.38	3.28	no
37	Existing Residence	8-Hour	0.27	0.29	0.27	0.26	0.38	0.38	3.28	no
38	Existing Residence	8-Hour	0.24	0.29	0.29	0.25	0.34	0.34	3.24	no
39	Existing Residence	8-Hour	0.18	0.18	0.19	0.24	0.21	0.24	3.14	no
Maximum Results								1.14	4.04	no

Table T2-3

Seven Line Extension - Air Quality Stationary Results
Site VW: Ventilation Buildings Wake Effects
Scenario: 2010 Build, Proposed Action
Pollutant: CO
Background Level (ppm): 2.9

Receptor #	Description	Analysis Period	2010 Build 8-Hour Output Year : 1998 (ppm)	2010 Build 8-Hour Output Year : 1999 (ppm)	2010 Build 8-Hour Output Year : 2000 (ppm)	2010 Build 8-Hour Output Year : 2001 (ppm)	2010 Build 8-Hour Output Year : 2002 (ppm)	2010 Build 8-Hour Output Maximum (ppm)	2010 Build Total 8-hour Level (ppm)	2010 Build NAAQS 9 ppm
1	pedestrian level	8-Hour	0.38	0.34	0.34	0.38	0.35	0.38	3.28	no
2	JJCC roof	8-Hour	0.27	0.27	0.41	0.31	0.28	0.41	3.31	no
3	JJCC roof	8-Hour	0.59	0.52	0.59	0.61	0.59	0.61	3.51	no
4	JJCC roof	8-Hour	0.47	0.56	0.58	0.69	0.48	0.69	3.59	no
5	JJCC roof	8-Hour	0.53	0.44	0.41	0.49	0.46	0.53	3.43	no
6	JJCC roof	8-Hour	0.57	0.65	0.62	0.69	0.57	0.69	3.59	no
7	Proposed Hotel	8-Hour	0.12	0.11	0.12	0.10	0.10	0.12	3.02	no
8	Proposed Hotel	8-Hour	0.12	0.12	0.12	0.10	0.10	0.12	3.02	no
9	Proposed Hotel	8-Hour	0.11	0.12	0.11	0.10	0.09	0.12	3.02	no
10	Proposed Hotel	8-Hour	0.09	0.11	0.10	0.09	0.09	0.11	3.01	no
11	pedestrian level	8-Hour	0.10	0.13	0.12	0.11	0.11	0.13	3.03	no
12	pedestrian level	8-Hour	0.45	0.47	0.43	0.46	0.46	0.47	3.37	no
13	pedestrian level	8-Hour	0.36	0.38	0.37	0.34	0.43	0.43	3.33	no
14	pedestrian level	8-Hour	0.51	0.51	0.49	0.54	0.51	0.54	3.44	no
15	pedestrian level	8-Hour	0.19	0.15	0.16	0.16	0.16	0.19	3.09	no
16	Site 14	8-Hour	0.11	0.12	0.11	0.12	0.12	0.12	3.02	no
17	pedestrian level	8-Hour	0.51	0.47	0.52	0.54	0.57	0.57	3.47	no
18	pedestrian level	8-Hour	0.17	0.17	0.16	0.17	0.20	0.20	3.10	no
19	pedestrians	8-Hour	0.23	0.25	0.22	0.26	0.28	0.28	3.18	no
20	pedestrians	8-Hour	0.63	1.03	0.65	0.66	0.87	1.03	3.93	no
21	pedestrians	8-Hour	0.82	1.03	0.88	1.03	0.83	1.03	3.93	no
22	pedestrians	8-Hour	0.60	0.80	0.63	0.73	0.68	0.80	3.70	no
23	pedestrians	8-Hour	0.29	0.29	0.32	0.34	0.35	0.35	3.25	no
24	pedestrians	8-Hour	0.42	0.38	0.44	0.46	0.57	0.57	3.47	no
25	pedestrians	8-Hour	0.16	0.14	0.17	0.16	0.17	0.17	3.07	no
26	pedestrians	8-Hour	0.20	0.19	0.23	0.24	0.24	0.24	3.14	no
27	Site 18	8-Hour	0.08	0.09	0.09	0.10	0.08	0.10	3.00	no
28	Site 18	8-Hour	0.08	0.08	0.08	0.09	0.08	0.09	2.99	no
29	Site 18	8-Hour	0.08	0.09	0.10	0.10	0.09	0.10	3.00	no
30	Existing Residence	8-Hour	0.15	0.13	0.15	0.12	0.19	0.19	3.09	no
31	Existing Residence	8-Hour	0.16	0.13	0.15	0.14	0.19	0.19	3.09	no
32	Existing Residence	8-Hour	0.16	0.14	0.16	0.15	0.17	0.17	3.07	no
33	Existing Residence	8-Hour	0.15	0.14	0.16	0.15	0.16	0.16	3.06	no
34	Existing Residence	8-Hour	0.15	0.18	0.19	0.15	0.19	0.19	3.09	no
35	Existing Residence	8-Hour	0.17	0.21	0.23	0.19	0.25	0.25	3.15	no
36	Existing Residence	8-Hour	0.15	0.19	0.22	0.17	0.23	0.23	3.13	no
37	Existing Residence	8-Hour	0.14	0.17	0.19	0.14	0.19	0.19	3.09	no
38	Existing Residence	8-Hour	0.13	0.15	0.16	0.12	0.18	0.18	3.08	no
39	Existing Residence	8-Hour	0.17	0.18	0.22	0.19	0.24	0.24	3.14	no
Maximum Results								1.03	3.93	no

Table T2-4

Vent Buildings: PM 10 Emissions
W/Proposed Action 2010

Section	Hudson & 39th		11th Ave & 39th			Route 9A & 38th	
	Hudson & 39th Stack 1 of 2	Hudson & 39th Stack 2 of 2	11th Ave & 39th Stack 1 of 3	11th Ave & 39th Stack 2 of 3	11th Ave & 39th Stack 3 of 3	Route 9A & 38th Stack 1 of 2	Route 9A & 38th Stack 2 of 2
Zone	N-3	C-3	N-4	C-4	C-5	S-3	S-4
Start Time	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
0:00	0.0337	0.0156	0.0075	0.0071	0.0078	0.0122	0.0073
1:00	0.0088	0.0106	0.0016	0.0048	0.0053	0.0077	0.0046
2:00	0.0059	0.0069	0.0011	0.0031	0.0034	0.0058	0.0035
3:00	0.0051	0.0065	0.0010	0.0030	0.0033	0.0063	0.0038
4:00	0.0065	0.0106	0.0012	0.0048	0.0052	0.0092	0.0055
5:00	0.0100	0.0074	0.0018	0.0034	0.0037	0.0205	0.0126
6:00	0.0572	0.0410	0.0137	0.0274	0.0271	0.0479	0.0285
7:00	0.0635	0.0435	0.0157	0.0287	0.0283	0.0470	0.0280
8:00	0.0632	0.0400	0.0150	0.0271	0.0269	0.0484	0.0289
9:00	0.0518	0.0383	0.0120	0.0260	0.0258	0.0462	0.0275
10:00	0.0778	0.0309	0.0202	0.0214	0.0215	0.0427	0.0254
11:00	0.0826	0.0235	0.0234	0.0165	0.0167	0.0404	0.0240
12:00	0.0407	0.0204	0.0095	0.0092	0.0101	0.0293	0.0173
13:00	0.0649	0.0215	0.0168	0.0097	0.0107	0.0294	0.0174
14:00	0.0600	0.0233	0.0148	0.0106	0.0116	0.0241	0.0151
15:00	0.0429	0.0195	0.0099	0.0088	0.0097	0.0297	0.0176
16:00	0.0494	0.0387	0.0117	0.0173	0.0117	0.0615	0.0370
17:00	0.0435	0.0317	0.0099	0.0141	0.0093	0.0497	0.0296
18:00	0.0283	0.0327	0.0062	0.0145	0.0094	0.0614	0.0370
19:00	0.0639	0.0186	0.0157	0.0084	0.0092	0.0365	0.0216
20:00	0.0601	0.0249	0.0146	0.0113	0.0124	0.0297	0.0176
21:00	0.0683	0.0123	0.0173	0.0056	0.0061	0.0212	0.0131
22:00	0.0673	0.0164	0.0169	0.0074	0.0081	0.0284	0.0168
23:00	0.0566	0.0108	0.0135	0.0049	0.0054	0.0241	0.0150

Table T2-5

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2010 Build, Proposed Action
Pollutant: PM10
24-hr Background ($\mu g/m^3$): 43

Receptor #	Description	Analysis Period	2010 Build 24 Hour Year : 1998 $\mu g/m^3$	2010 Build 24 Hour Year : 1999 $\mu g/m^3$	2010 Build 24 Hour Year : 2000 $\mu g/m^3$	2010 Build 24 Hour Year : 2001 $\mu g/m^3$	2010 Build 24 Hour Year : 2002 $\mu g/m^3$	2010 Build 24 Hour Maximum $\mu g/m^3$	2010 Build Total 24-hour Level $\mu g/m^3$	2010 Build NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	0.67	0.85	0.56	0.86	0.79	0.86	43.86	no
2	JJCC roof	24-Hour	2.07	1.84	2.65	1.98	1.70	2.65	45.65	no
3	JJCC roof	24-Hour	1.64	1.38	1.70	1.65	1.30	1.70	44.70	no
4	JJCC roof	24-Hour	4.79	5.82	4.75	4.76	4.48	5.82	48.82	no
5	JJCC roof	24-Hour	2.81	2.75	2.65	2.80	2.66	2.81	45.81	no
6	JJCC roof	24-Hour	6.29	7.82	7.04	6.38	5.08	7.82	50.82	no
7	Proposed Hotel	24-Hour	1.26	0.90	0.79	0.95	1.09	1.26	44.26	no
8	Proposed Hotel	24-Hour	1.28	0.98	0.81	1.00	1.21	1.28	44.28	no
9	Proposed Hotel	24-Hour	1.18	1.00	0.78	0.90	1.16	1.18	44.18	no
10	Proposed Hotel	24-Hour	1.24	0.89	0.72	0.88	1.03	1.24	44.24	no
11	pedestrian level	24-Hour	1.01	0.79	0.82	0.91	0.90	1.01	44.01	no
12	pedestrian level	24-Hour	0.65	0.85	0.56	0.91	0.70	0.91	43.91	no
13	pedestrian level	24-Hour	0.73	0.83	0.71	0.91	0.71	0.91	43.91	no
14	pedestrian level	24-Hour	0.63	0.77	0.58	0.78	0.66	0.78	43.78	no
15	pedestrian level	24-Hour	0.87	1.09	0.97	0.92	0.74	1.09	44.09	no
16	Site 14	24-Hour	0.91	0.71	0.66	0.69	0.98	0.98	43.98	no
17	pedestrian level	24-Hour	0.81	0.95	0.78	0.95	0.86	0.95	43.95	no
18	pedestrian level	24-Hour	0.83	0.88	0.88	0.80	0.84	0.88	43.88	no
19	pedestrians	24-Hour	0.34	0.32	0.36	0.37	0.37	0.37	43.37	no
20	pedestrians	24-Hour	0.27	0.27	0.23	0.32	0.26	0.32	43.32	no
21	pedestrians	24-Hour	0.32	0.32	0.21	0.22	0.25	0.32	43.32	no
22	pedestrians	24-Hour	0.41	0.39	0.38	0.33	0.26	0.41	43.41	no
23	pedestrians	24-Hour	0.43	0.46	0.47	0.40	0.38	0.47	43.47	no
24	pedestrians	24-Hour	0.26	0.20	0.31	0.26	0.29	0.31	43.31	no
25	pedestrians	24-Hour	0.54	0.50	0.46	0.51	0.55	0.55	43.55	no
26	pedestrians	24-Hour	0.44	0.46	0.43	0.61	0.52	0.61	43.61	no
27	Site 18	24-Hour	0.79	0.60	0.63	0.84	0.64	0.84	43.84	no
28	Site 18	24-Hour	0.80	0.63	0.62	0.82	0.71	0.82	43.82	no
29	Site 18	24-Hour	0.82	0.62	0.59	0.72	0.61	0.82	43.82	no
30	Existing Residence	24-Hour	1.10	0.99	0.90	1.01	1.22	1.22	44.22	no
31	Existing Residence	24-Hour	1.23	1.30	1.25	1.21	1.42	1.42	44.42	no
32	Existing Residence	24-Hour	1.56	1.69	1.67	1.50	1.54	1.69	44.69	no
33	Existing Residence	24-Hour	1.85	2.09	2.00	1.75	1.84	2.09	45.09	no
34	Existing Residence	24-Hour	1.25	1.05	1.03	1.27	1.12	1.27	44.27	no
35	Existing Residence	24-Hour	1.51	1.59	1.38	1.86	1.85	1.86	44.86	no
36	Existing Residence	24-Hour	1.51	1.81	1.43	1.76	2.18	2.18	45.18	no
37	Existing Residence	24-Hour	1.43	1.90	1.63	1.53	2.22	2.22	45.22	no
38	Existing Residence	24-Hour	1.33	1.86	1.74	1.41	2.01	2.01	45.01	no
39	Existing Residence	24-Hour	1.35	1.19	1.17	1.65	1.32	1.65	44.65	no
Maximum Results								7.82	50.82	no

Table T2-6

Seven Line Extension - Air Quality Stationary Results
Site FV: Ventilation Buildings Direct Impact
Scenario: 2010 Build, Proposed Action
Pollutant: PM10
Annual Background ($\mu g/m^3$): 21

Receptor #	Description	Analysis Period	2010 Build Annual Year : 1998 $\mu g/m^3$	2010 Build Annual Year : 1999 $\mu g/m^3$	2010 Build Annual Year : 2000 $\mu g/m^3$	2010 Build Annual Year : 2001 $\mu g/m^3$	2010 Build Annual Year : 2002 $\mu g/m^3$	2010 Build Annual Maximum $\mu g/m^3$	2010 Build Total Annual Level $\mu g/m^3$	2010 Build NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.12	0.10	0.11	0.12	0.12	0.12	21.12	no
2	JJCC roof	Annual	0.40	0.38	0.34	0.39	0.35	0.40	21.40	no
3	JJCC roof	Annual	0.31	0.27	0.27	0.31	0.27	0.31	21.31	no
4	JJCC roof	Annual	0.94	0.91	1.05	0.98	0.83	1.05	22.05	no
5	JJCC roof	Annual	0.85	0.76	0.72	0.80	0.77	0.85	21.85	no
6	JJCC roof	Annual	1.45	1.52	1.34	1.21	1.03	1.52	22.52	no
7	Proposed Hotel	Annual	0.16	0.16	0.17	0.19	0.20	0.20	21.20	no
8	Proposed Hotel	Annual	0.16	0.16	0.17	0.19	0.20	0.20	21.20	no
9	Proposed Hotel	Annual	0.15	0.16	0.16	0.19	0.19	0.19	21.19	no
10	Proposed Hotel	Annual	0.15	0.15	0.15	0.18	0.18	0.18	21.18	no
11	pedestrian level	Annual	0.18	0.17	0.17	0.20	0.21	0.21	21.21	no
12	pedestrian level	Annual	0.13	0.11	0.12	0.13	0.12	0.13	21.13	no
13	pedestrian level	Annual	0.15	0.13	0.13	0.15	0.14	0.15	21.15	no
14	pedestrian level	Annual	0.11	0.10	0.11	0.12	0.12	0.12	21.12	no
15	pedestrian level	Annual	0.22	0.20	0.18	0.20	0.17	0.22	21.22	no
16	Site 14	Annual	0.09	0.09	0.10	0.11	0.10	0.11	21.11	no
17	pedestrian level	Annual	0.15	0.12	0.13	0.15	0.13	0.15	21.15	no
18	pedestrian level	Annual	0.19	0.17	0.17	0.18	0.17	0.19	21.19	no
19	pedestrians	Annual	0.05	0.06	0.05	0.05	0.06	0.06	21.06	no
20	pedestrians	Annual	0.04	0.04	0.03	0.04	0.03	0.04	21.04	no
21	pedestrians	Annual	0.02	0.02	0.02	0.02	0.02	0.02	21.02	no
22	pedestrians	Annual	0.03	0.03	0.03	0.03	0.03	0.03	21.03	no
23	pedestrians	Annual	0.06	0.06	0.05	0.05	0.06	0.06	21.06	no
24	pedestrians	Annual	0.02	0.02	0.02	0.02	0.02	0.02	21.02	no
25	pedestrians	Annual	0.09	0.08	0.08	0.10	0.10	0.10	21.10	no
26	pedestrians	Annual	0.06	0.06	0.06	0.06	0.06	0.06	21.06	no
27	Site 18	Annual	0.11	0.11	0.10	0.13	0.13	0.13	21.13	no
28	Site 18	Annual	0.10	0.10	0.10	0.13	0.12	0.13	21.13	no
29	Site 18	Annual	0.10	0.10	0.10	0.12	0.12	0.12	21.12	no
30	Existing Residence	Annual	0.18	0.18	0.17	0.21	0.22	0.22	21.22	no
31	Existing Residence	Annual	0.20	0.19	0.18	0.24	0.24	0.24	21.24	no
32	Existing Residence	Annual	0.22	0.21	0.19	0.26	0.26	0.26	21.26	no
33	Existing Residence	Annual	0.23	0.22	0.20	0.28	0.27	0.28	21.28	no
34	Existing Residence	Annual	0.18	0.17	0.16	0.20	0.21	0.21	21.21	no
35	Existing Residence	Annual	0.24	0.22	0.21	0.27	0.28	0.28	21.28	no
36	Existing Residence	Annual	0.24	0.22	0.21	0.28	0.28	0.28	21.28	no
37	Existing Residence	Annual	0.22	0.21	0.20	0.26	0.26	0.26	21.26	no
38	Existing Residence	Annual	0.20	0.20	0.19	0.24	0.24	0.24	21.24	no
39	Existing Residence	Annual	0.22	0.20	0.19	0.25	0.25	0.25	21.25	no
Maximum Results								1.52	22.52	no

Table T2-7

Seven Line Extension - Air Quality Stationary Results
Site VW: Ventilation Buildings Wake Effects
Scenario: 2010 Build, Proposed Action
Pollutant: PM10
24-hr Background ($\mu g/m^3$): 43

Receptor #	Description	Analysis Period	2010 Build 24 Hour Year : 1998 $\mu g/m^3$	2010 Build 24 Hour Year : 1999 $\mu g/m^3$	2010 Build 24 Hour Year : 2000 $\mu g/m^3$	2010 Build 24 Hour Year : 2001 $\mu g/m^3$	2010 Build 24 Hour Year : 2002 $\mu g/m^3$	2010 Build 24 Hour Maximum $\mu g/m^3$	2010 Build Total 24-hour Level $\mu g/m^3$	2010 Build NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	1.42	1.58	1.51	1.67	1.96	1.96	44.96	no
2	JJCC roof	24-Hour	1.71	1.49	2.30	1.74	1.43	2.30	45.30	no
3	JJCC roof	24-Hour	2.43	1.92	2.25	2.39	1.80	2.43	45.43	no
4	JJCC roof	24-Hour	2.29	1.84	1.76	2.60	2.08	2.60	45.60	no
5	JJCC roof	24-Hour	1.84	1.91	1.96	1.92	1.87	1.96	44.96	no
6	JJCC roof	24-Hour	2.07	1.77	1.90	2.38	1.72	2.38	45.38	no
7	Proposed Hotel	24-Hour	1.23	0.93	0.80	0.96	1.19	1.23	44.23	no
8	Proposed Hotel	24-Hour	1.24	0.83	0.75	0.90	1.21	1.24	44.24	no
9	Proposed Hotel	24-Hour	1.13	0.73	0.69	0.73	1.09	1.13	44.13	no
10	Proposed Hotel	24-Hour	1.05	0.65	0.59	0.63	0.89	1.05	44.05	no
11	pedestrian level	24-Hour	0.99	0.88	0.80	0.84	0.84	0.99	43.99	no
12	pedestrian level	24-Hour	1.60	1.68	1.66	1.63	1.85	1.85	44.85	no
13	pedestrian level	24-Hour	1.16	1.35	1.36	1.53	1.48	1.53	44.53	no
14	pedestrian level	24-Hour	2.07	2.37	2.11	2.23	3.13	3.13	46.13	no
15	pedestrian level	24-Hour	1.11	1.23	1.25	1.13	0.95	1.25	44.25	no
16	Site 14	24-Hour	0.78	0.70	0.76	0.85	0.87	0.87	43.87	no
17	pedestrian level	24-Hour	1.41	1.67	1.63	1.54	1.67	1.67	44.67	no
18	pedestrian level	24-Hour	1.08	0.99	1.23	1.17	0.95	1.23	44.23	no
19	pedestrians	24-Hour	1.17	1.36	1.17	1.59	1.60	1.60	44.60	no
20	pedestrians	24-Hour	1.83	2.02	1.90	2.19	2.00	2.19	45.19	no
21	pedestrians	24-Hour	2.36	2.33	2.10	2.58	2.21	2.58	45.58	no
22	pedestrians	24-Hour	2.14	2.56	2.29	2.42	2.70	2.70	45.70	no
23	pedestrians	24-Hour	1.23	1.18	1.39	1.49	1.31	1.49	44.49	no
24	pedestrians	24-Hour	0.97	1.04	1.04	1.36	1.40	1.40	44.40	no
25	pedestrians	24-Hour	0.68	0.64	0.63	0.74	0.68	0.74	43.74	no
26	pedestrians	24-Hour	0.58	0.63	0.79	0.95	0.81	0.95	43.95	no
27	Site 18	24-Hour	0.79	0.68	0.58	0.77	0.73	0.79	43.79	no
28	Site 18	24-Hour	0.79	0.64	0.54	0.68	0.71	0.79	43.79	no
29	Site 18	24-Hour	0.81	0.68	0.58	0.73	0.78	0.81	43.81	no
30	Proposed Hotel	24-Hour	1.15	1.10	1.10	1.03	1.50	1.50	44.50	no
31	Proposed Hotel	24-Hour	1.23	1.25	1.29	1.16	1.57	1.57	44.57	no
32	Proposed Hotel	24-Hour	1.27	1.42	1.40	1.24	1.44	1.44	44.44	no
33	Proposed Hotel	24-Hour	1.26	1.53	1.37	1.21	1.50	1.53	44.53	no
34	pedestrian level	24-Hour	1.38	1.60	1.67	1.35	1.53	1.67	44.67	no
35	Proposed Hotel	24-Hour	1.57	2.23	1.95	1.62	2.05	2.23	45.23	no
36	Proposed Hotel	24-Hour	1.48	2.08	1.94	1.47	1.78	2.08	45.08	no
37	Proposed Hotel	24-Hour	1.34	1.82	1.75	1.27	1.52	1.82	44.82	no
38	Proposed Hotel	24-Hour	1.20	1.53	1.51	1.06	1.30	1.53	44.53	no
39	pedestrian level	24-Hour	1.63	2.02	1.80	1.63	1.83	2.02	45.02	no
Maximum Results								3.13	46.13	no

Table T2-8

Seven Line Extension - Air Quality Stationary Results
Site FV: Ventilation Buildings Wake Effects
Scenario: 2010 Build, Proposed Action
Pollutant: PM10
Annual Background ($\mu g/m^3$): 21

Receptor #	Description	Analysis Period	2010 Build Annual Year : 1998 $\mu g/m^3$	2010 Build Annual Year : 1999 $\mu g/m^3$	2010 Build Annual Year : 2000 $\mu g/m^3$	2010 Build Annual Year : 2001 $\mu g/m^3$	2010 Build Annual Year : 2002 $\mu g/m^3$	2010 Build Annual Maximum $\mu g/m^3$	2010 Build Total Annual Level $\mu g/m^3$	2010 Build NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.27	0.27	0.28	0.29	0.30	0.30	21.30	no
2	JJCC roof	Annual	0.47	0.44	0.43	0.48	0.44	0.48	21.48	no
3	JJCC roof	Annual	0.68	0.64	0.63	0.72	0.70	0.72	21.72	no
4	JJCC roof	Annual	0.56	0.52	0.57	0.60	0.53	0.60	21.60	no
5	JJCC roof	Annual	0.53	0.47	0.46	0.51	0.48	0.53	21.53	no
6	JJCC roof	Annual	0.57	0.56	0.52	0.54	0.47	0.57	21.57	no
7	Proposed Hotel	Annual	0.15	0.15	0.16	0.18	0.19	0.19	21.19	no
8	Proposed Hotel	Annual	0.14	0.15	0.15	0.18	0.18	0.18	21.18	no
9	Proposed Hotel	Annual	0.13	0.14	0.14	0.16	0.17	0.17	21.17	no
10	Proposed Hotel	Annual	0.12	0.13	0.13	0.15	0.15	0.15	21.15	no
11	pedestrian level	Annual	0.17	0.17	0.18	0.20	0.21	0.21	21.21	no
12	pedestrian level	Annual	0.49	0.48	0.45	0.46	0.46	0.49	21.49	no
13	pedestrian level	Annual	0.34	0.33	0.32	0.32	0.32	0.34	21.34	no
14	pedestrian level	Annual	0.58	0.58	0.58	0.61	0.64	0.64	21.64	no
15	pedestrian level	Annual	0.30	0.27	0.24	0.27	0.23	0.30	21.30	no
16	Site 14	Annual	0.09	0.09	0.10	0.11	0.10	0.11	21.11	no
17	pedestrian level	Annual	0.37	0.34	0.33	0.37	0.35	0.37	21.37	no
18	pedestrian level	Annual	0.25	0.22	0.22	0.23	0.21	0.25	21.25	no
19	pedestrians	Annual	0.25	0.25	0.26	0.27	0.29	0.29	21.29	no
20	pedestrians	Annual	0.50	0.45	0.43	0.48	0.45	0.50	21.50	no
21	pedestrians	Annual	0.54	0.51	0.49	0.52	0.50	0.54	21.54	no
22	pedestrians	Annual	0.62	0.59	0.60	0.64	0.63	0.64	21.64	no
23	pedestrians	Annual	0.20	0.22	0.21	0.23	0.25	0.25	21.25	no
24	pedestrians	Annual	0.16	0.18	0.17	0.16	0.17	0.18	21.18	no
25	pedestrians	Annual	0.15	0.15	0.15	0.17	0.17	0.17	21.17	no
26	pedestrians	Annual	0.16	0.16	0.17	0.17	0.17	0.17	21.17	no
27	Site 18	Annual	0.10	0.11	0.10	0.13	0.13	0.13	21.13	no
28	Site 18	Annual	0.09	0.10	0.10	0.12	0.12	0.12	21.12	no
29	Site 18	Annual	0.10	0.10	0.10	0.13	0.13	0.13	21.13	no
30	Proposed Hotel	Annual	0.18	0.18	0.17	0.22	0.22	0.22	21.22	no
31	Proposed Hotel	Annual	0.19	0.19	0.17	0.23	0.22	0.23	21.23	no
32	Proposed Hotel	Annual	0.18	0.18	0.17	0.22	0.22	0.22	21.22	no
33	Proposed Hotel	Annual	0.18	0.17	0.16	0.21	0.21	0.21	21.21	no
34	pedestrian level	Annual	0.20	0.20	0.19	0.24	0.25	0.25	21.25	no
35	Proposed Hotel	Annual	0.24	0.23	0.22	0.29	0.29	0.29	21.29	no
36	Proposed Hotel	Annual	0.21	0.21	0.20	0.26	0.26	0.26	21.26	no
37	Proposed Hotel	Annual	0.18	0.18	0.18	0.22	0.22	0.22	21.22	no
38	Proposed Hotel	Annual	0.15	0.15	0.15	0.19	0.19	0.19	21.19	no
39	pedestrian level	Annual	0.25	0.24	0.22	0.29	0.29	0.29	21.29	no
Maximum Results								0.72	21.72	no

Table T2-9

Vent Buildings: PM 2.5 Emissions
W/Proposed Action 2010

Section	Hudson & 39th		11th Ave & 39th			Route 9A & 38th	
	Hudson & 39th Stack 1 of 2	Hudson & 39th Stack 2 of 2	11th Ave & 39th Stack 1 of 3	11th Ave & 39th Stack 2 of 3	11th Ave & 39th Stack 3 of 3	Route 9A & 38th Stack 1 of 2	Route 9A & 38th Stack 2 of 2
Zone	N-3	C-3	N-4	C-4	C-5	S-3	S-4
Start Time	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
0:00	0.00976	0.00192	0.00218	0.00087	0.00095	0.00154	0.00093
1:00	0.00254	0.00130	0.00046	0.00059	0.00065	0.00097	0.00058
2:00	0.00172	0.00085	0.00032	0.00038	0.00042	0.00074	0.00044
3:00	0.00149	0.00080	0.00029	0.00036	0.00040	0.00081	0.00048
4:00	0.00189	0.00130	0.00035	0.00059	0.00064	0.00116	0.00069
5:00	0.00289	0.00091	0.00052	0.00041	0.00045	0.00260	0.00160
6:00	0.01657	0.00504	0.00398	0.00337	0.00333	0.00609	0.00362
7:00	0.01840	0.00534	0.00455	0.00352	0.00347	0.00597	0.00355
8:00	0.02158	0.00640	0.00513	0.00434	0.00431	0.00552	0.00329
9:00	0.01640	0.00542	0.00379	0.00367	0.00365	0.00557	0.00331
10:00	0.02464	0.00437	0.00641	0.00303	0.00304	0.00515	0.00306
11:00	0.02193	0.00288	0.00621	0.00203	0.00205	0.00513	0.00304
12:00	0.00826	0.00210	0.00194	0.00095	0.00105	0.00390	0.00231
13:00	0.01530	0.00242	0.00395	0.00110	0.00120	0.00393	0.00233
14:00	0.01547	0.00246	0.00382	0.00111	0.00122	0.00335	0.00209
15:00	0.01105	0.00206	0.00255	0.00093	0.00102	0.00413	0.00244
16:00	0.01275	0.00407	0.00302	0.00182	0.00123	0.00853	0.00513
17:00	0.01323	0.00341	0.00300	0.00152	0.00100	0.00681	0.00405
18:00	0.00844	0.00372	0.00186	0.00165	0.00107	0.00800	0.00482
19:00	0.01908	0.00212	0.00469	0.00096	0.00105	0.00476	0.00282
20:00	0.01762	0.00299	0.00427	0.00135	0.00149	0.00367	0.00217
21:00	0.01978	0.00152	0.00500	0.00069	0.00075	0.00270	0.00167
22:00	0.01949	0.00201	0.00490	0.00091	0.00100	0.00361	0.00214
23:00	0.01639	0.00133	0.00392	0.00060	0.00066	0.00306	0.00190

Table T2-10

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2010 Build, Proposed Action
Pollutant: PM2.5
24-hr Background ($\mu g/m^3$):

Receptor #	Description	Analysis Period	2010 Build 24 Hour Year : 1998 $\mu g/m^3$	2010 Build 24 Hour Year : 1999 $\mu g/m^3$	2010 Build 24 Hour Year : 2000 $\mu g/m^3$	2010 Build 24 Hour Year : 2001 $\mu g/m^3$	2010 Build 24 Hour Year : 2002 $\mu g/m^3$	2010 Build 24 Hour Maximum $\mu g/m^3$	2010 Build Total 24-hour Level $\mu g/m^3$	2010 Build NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	0.12	0.15	0.10	0.16	0.14	0.16	0.16	no
2	JJCC roof	24-Hour	0.46	0.43	0.56	0.47	0.37	0.56	0.56	no
3	JJCC roof	24-Hour	0.37	0.31	0.40	0.38	0.27	0.40	0.40	no
4	JJCC roof	24-Hour	0.97	1.12	0.90	1.02	0.83	1.12	1.12	no
5	JJCC roof	24-Hour	0.63	0.59	0.64	0.60	0.53	0.64	0.64	no
6	JJCC roof	24-Hour	1.05	1.37	1.10	0.94	0.95	1.37	1.37	no
7	Proposed Hotel	24-Hour	0.21	0.15	0.15	0.16	0.19	0.21	0.21	no
8	Proposed Hotel	24-Hour	0.22	0.17	0.16	0.17	0.21	0.22	0.22	no
9	Proposed Hotel	24-Hour	0.20	0.19	0.15	0.17	0.21	0.21	0.21	no
10	Proposed Hotel	24-Hour	0.21	0.18	0.14	0.17	0.20	0.21	0.21	no
11	pedestrian level	24-Hour	0.16	0.16	0.15	0.17	0.20	0.20	0.20	no
12	pedestrian level	24-Hour	0.12	0.15	0.12	0.16	0.13	0.16	0.16	no
13	pedestrian level	24-Hour	0.13	0.14	0.14	0.16	0.13	0.16	0.16	no
14	pedestrian level	24-Hour	0.11	0.14	0.10	0.15	0.13	0.15	0.15	no
15	pedestrian level	24-Hour	0.15	0.18	0.16	0.17	0.13	0.18	0.18	no
16	Site 14	24-Hour	0.14	0.13	0.11	0.12	0.17	0.17	0.17	no
17	pedestrian level	24-Hour	0.15	0.17	0.16	0.17	0.16	0.17	0.17	no
18	pedestrian level	24-Hour	0.15	0.15	0.15	0.14	0.15	0.15	0.15	no
19	pedestrians	24-Hour	0.06	0.05	0.05	0.07	0.08	0.08	0.08	no
20	pedestrians	24-Hour	0.06	0.07	0.05	0.08	0.06	0.08	0.08	no
21	pedestrians	24-Hour	0.04	0.04	0.04	0.03	0.04	0.04	0.04	no
22	pedestrians	24-Hour	0.05	0.06	0.06	0.05	0.04	0.06	0.06	no
23	pedestrians	24-Hour	0.06	0.06	0.07	0.05	0.06	0.07	0.07	no
24	pedestrians	24-Hour	0.04	0.04	0.05	0.04	0.04	0.05	0.05	no
25	pedestrians	24-Hour	0.09	0.09	0.10	0.10	0.10	0.10	0.10	no
26	pedestrians	24-Hour	0.09	0.10	0.09	0.14	0.12	0.14	0.14	no
27	Site 18	24-Hour	0.13	0.11	0.10	0.19	0.10	0.19	0.19	no
28	Site 18	24-Hour	0.13	0.12	0.10	0.18	0.11	0.18	0.18	no
29	Site 18	24-Hour	0.13	0.12	0.10	0.15	0.10	0.15	0.15	no
30	Existing Residence	24-Hour	0.21	0.21	0.19	0.22	0.28	0.28	0.28	no
31	Existing Residence	24-Hour	0.25	0.29	0.28	0.27	0.32	0.32	0.32	no
32	Existing Residence	24-Hour	0.35	0.39	0.39	0.32	0.35	0.39	0.39	no
33	Existing Residence	24-Hour	0.43	0.49	0.47	0.38	0.41	0.49	0.49	no
34	Existing Residence	24-Hour	0.26	0.25	0.21	0.30	0.24	0.30	0.30	no
35	Existing Residence	24-Hour	0.32	0.36	0.32	0.44	0.40	0.44	0.44	no
36	Existing Residence	24-Hour	0.34	0.42	0.33	0.42	0.49	0.49	0.49	no
37	Existing Residence	24-Hour	0.33	0.44	0.36	0.36	0.52	0.52	0.52	no
38	Existing Residence	24-Hour	0.29	0.44	0.38	0.33	0.48	0.48	0.48	no
39	Existing Residence	24-Hour	0.28	0.27	0.27	0.38	0.30	0.38	0.38	no
Maximum Results								1.37	1.37	no

Table T2-11

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2010 Build, Proposed Action
Pollutant: PM2.5
Annual Background ($\mu g/m^3$): 0

Receptor #	Description	Analysis Period	2010 Build Annual Year : 1998 $\mu g/m^3$	2010 Build Annual Year : 1999 $\mu g/m^3$	2010 Build Annual Year : 2000 $\mu g/m^3$	2010 Build Annual Year : 2001 $\mu g/m^3$	2010 Build Annual Year : 2002 $\mu g/m^3$	2010 Build Annual Maximum $\mu g/m^3$	2010 Build Total Annual Level $\mu g/m^3$	2010 Build NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.022	0.019	0.020	0.023	0.022	0.023	0.023	no
2	JJCC roof	Annual	0.078	0.075	0.069	0.079	0.071	0.079	0.079	no
3	JJCC roof	Annual	0.065	0.058	0.057	0.065	0.057	0.065	0.065	no
4	JJCC roof	Annual	0.182	0.179	0.201	0.185	0.153	0.201	0.201	no
5	JJCC roof	Annual	0.164	0.143	0.137	0.152	0.142	0.164	0.164	no
6	JJCC roof	Annual	0.233	0.246	0.211	0.189	0.168	0.246	0.246	no
7	Proposed Hotel	Annual	0.029	0.029	0.031	0.035	0.036	0.036	0.036	no
8	Proposed Hotel	Annual	0.029	0.030	0.031	0.035	0.035	0.035	0.035	no
9	Proposed Hotel	Annual	0.028	0.029	0.030	0.034	0.034	0.034	0.034	no
10	Proposed Hotel	Annual	0.027	0.028	0.029	0.032	0.032	0.032	0.032	no
11	pedestrian level	Annual	0.031	0.031	0.032	0.035	0.037	0.037	0.037	no
12	pedestrian level	Annual	0.025	0.020	0.021	0.024	0.022	0.025	0.025	no
13	pedestrian level	Annual	0.028	0.023	0.024	0.027	0.025	0.028	0.028	no
14	pedestrian level	Annual	0.022	0.019	0.020	0.022	0.021	0.022	0.022	no
15	pedestrian level	Annual	0.039	0.034	0.031	0.036	0.031	0.039	0.039	no
16	Site 14	Annual	0.016	0.017	0.018	0.019	0.018	0.019	0.019	no
17	pedestrian level	Annual	0.028	0.023	0.024	0.027	0.025	0.028	0.028	no
18	pedestrian level	Annual	0.033	0.030	0.029	0.032	0.030	0.033	0.033	no
19	pedestrians	Annual	0.009	0.009	0.008	0.009	0.010	0.010	0.010	no
20	pedestrians	Annual	0.008	0.007	0.006	0.007	0.007	0.008	0.008	no
21	pedestrians	Annual	0.003	0.003	0.002	0.002	0.003	0.003	0.003	no
22	pedestrians	Annual	0.004	0.005	0.004	0.004	0.004	0.005	0.005	no
23	pedestrians	Annual	0.008	0.008	0.007	0.007	0.008	0.008	0.008	no
24	pedestrians	Annual	0.003	0.003	0.003	0.003	0.004	0.004	0.004	no
25	pedestrians	Annual	0.014	0.014	0.014	0.016	0.017	0.017	0.017	no
26	pedestrians	Annual	0.012	0.012	0.012	0.012	0.014	0.014	0.014	no
27	Site 18	Annual	0.018	0.019	0.019	0.023	0.022	0.023	0.023	no
28	Site 18	Annual	0.018	0.018	0.019	0.023	0.022	0.023	0.023	no
29	Site 18	Annual	0.017	0.018	0.018	0.022	0.021	0.022	0.022	no
30	Existing Residence	Annual	0.033	0.034	0.031	0.040	0.041	0.041	0.041	no
31	Existing Residence	Annual	0.037	0.038	0.034	0.046	0.046	0.046	0.046	no
32	Existing Residence	Annual	0.042	0.041	0.036	0.052	0.051	0.052	0.052	no
33	Existing Residence	Annual	0.045	0.044	0.039	0.056	0.054	0.056	0.056	no
34	Existing Residence	Annual	0.035	0.033	0.032	0.041	0.042	0.042	0.042	no
35	Existing Residence	Annual	0.048	0.045	0.041	0.056	0.056	0.056	0.056	no
36	Existing Residence	Annual	0.048	0.045	0.042	0.057	0.057	0.057	0.057	no
37	Existing Residence	Annual	0.045	0.043	0.041	0.055	0.054	0.055	0.055	no
38	Existing Residence	Annual	0.040	0.040	0.038	0.050	0.050	0.050	0.050	no
39	Existing Residence	Annual	0.042	0.040	0.036	0.049	0.050	0.050	0.050	no
Maximum Results								0.246	0.246	no

Table T2-12

Seven Line Extension - Air Quality Stationary Results
Site VW: Ventilation Buildings Wake Effect
Scenario: 2010 Build, Proposed Action
Pollutant: PM2.5
24-hr Background ($\mu g/m^3$):

Receptor #	Description	Analysis Period	2010 Build 24 Hour Year : 1998 $\mu g/m^3$	2010 Build 24 Hour Year : 1999 $\mu g/m^3$	2010 Build 24 Hour Year : 2000 $\mu g/m^3$	2010 Build 24 Hour Year : 2001 $\mu g/m^3$	2010 Build 24 Hour Year : 2002 $\mu g/m^3$	2010 Build 24 Hour Maximum $\mu g/m^3$	2010 Build Total 24-hour Level $\mu g/m^3$	2010 Build NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	0.27	0.28	0.27	0.30	0.34	0.34	0.34	no
2	JJCC roof	24-Hour	0.40	0.35	0.52	0.41	0.32	0.52	0.52	no
3	JJCC roof	24-Hour	0.49	0.37	0.49	0.49	0.34	0.49	0.49	no
4	JJCC roof	24-Hour	0.35	0.30	0.31	0.42	0.35	0.42	0.42	no
5	JJCC roof	24-Hour	0.42	0.44	0.46	0.43	0.41	0.46	0.46	no
6	JJCC roof	24-Hour	0.32	0.27	0.30	0.38	0.28	0.38	0.38	no
7	Proposed Hotel	24-Hour	0.21	0.16	0.14	0.17	0.19	0.21	0.21	no
8	Proposed Hotel	24-Hour	0.21	0.15	0.14	0.16	0.20	0.21	0.21	no
9	Proposed Hotel	24-Hour	0.19	0.14	0.13	0.14	0.19	0.19	0.19	no
10	Proposed Hotel	24-Hour	0.17	0.12	0.12	0.12	0.16	0.17	0.17	no
11	pedestrian level	24-Hour	0.18	0.17	0.14	0.14	0.19	0.19	0.19	no
12	pedestrian level	24-Hour	0.27	0.26	0.29	0.29	0.30	0.30	0.30	no
13	pedestrian level	24-Hour	0.20	0.21	0.23	0.26	0.25	0.26	0.26	no
14	pedestrian level	24-Hour	0.35	0.42	0.39	0.41	0.56	0.56	0.56	no
15	pedestrian level	24-Hour	0.21	0.21	0.21	0.22	0.17	0.22	0.22	no
16	Site 14	24-Hour	0.12	0.14	0.13	0.14	0.14	0.14	0.14	no
17	pedestrian level	24-Hour	0.25	0.29	0.31	0.26	0.30	0.31	0.31	no
18	pedestrian level	24-Hour	0.19	0.17	0.22	0.22	0.17	0.22	0.22	no
19	pedestrians	24-Hour	0.28	0.34	0.26	0.37	0.38	0.38	0.38	no
20	pedestrians	24-Hour	0.45	0.47	0.45	0.54	0.44	0.54	0.54	no
21	pedestrians	24-Hour	0.48	0.48	0.45	0.58	0.51	0.58	0.58	no
22	pedestrians	24-Hour	0.49	0.62	0.53	0.60	0.64	0.64	0.64	no
23	pedestrians	24-Hour	0.30	0.30	0.34	0.37	0.33	0.37	0.37	no
24	pedestrians	24-Hour	0.18	0.20	0.20	0.24	0.28	0.28	0.28	no
25	pedestrians	24-Hour	0.14	0.12	0.14	0.17	0.15	0.17	0.17	no
26	pedestrians	24-Hour	0.12	0.14	0.16	0.21	0.18	0.21	0.21	no
27	Site 18	24-Hour	0.13	0.12	0.09	0.17	0.12	0.17	0.17	no
28	Site 18	24-Hour	0.13	0.11	0.09	0.15	0.12	0.15	0.15	no
29	Site 18	24-Hour	0.13	0.13	0.10	0.16	0.13	0.16	0.16	no
30	Existing Residence	24-Hour	0.21	0.24	0.24	0.22	0.30	0.30	0.30	no
31	Existing Residence	24-Hour	0.25	0.28	0.29	0.23	0.32	0.32	0.32	no
32	Existing Residence	24-Hour	0.28	0.32	0.32	0.25	0.30	0.32	0.32	no
33	Existing Residence	24-Hour	0.27	0.35	0.32	0.25	0.33	0.35	0.35	no
34	Existing Residence	24-Hour	0.29	0.37	0.36	0.30	0.35	0.37	0.37	no
35	Existing Residence	24-Hour	0.34	0.52	0.42	0.37	0.48	0.52	0.52	no
36	Existing Residence	24-Hour	0.31	0.49	0.43	0.33	0.42	0.49	0.49	no
37	Existing Residence	24-Hour	0.28	0.43	0.39	0.28	0.35	0.43	0.43	no
38	Existing Residence	24-Hour	0.25	0.36	0.33	0.24	0.30	0.36	0.36	no
39	Existing Residence	24-Hour	0.38	0.47	0.42	0.38	0.41	0.47	0.47	no
Maximum Results								0.64	0.64	no

Table T2-13

Seven Line Extension - Air Quality Stationary Results
Site FV: Ventilation Buildings Wake Effect
Scenario: 2010 Build, Proposed Action
Pollutant: PM2.5
Annual Background ($\mu g/m^3$): 0

Receptor #	Description	Analysis Period	2010 Build Annual Year : 1998 $\mu g/m^3$	2010 Build Annual Year : 1999 $\mu g/m^3$	2010 Build Annual Year : 2000 $\mu g/m^3$	2010 Build Annual Year : 2001 $\mu g/m^3$	2010 Build Annual Year : 2002 $\mu g/m^3$	2010 Build Annual Maximum $\mu g/m^3$	2010 Build Total Annual Level $\mu g/m^3$	2010 Build NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.0481	0.0464	0.0484	0.0514	0.0517	0.0517	0.0517	no
2	JJCC roof	Annual	0.0884	0.0840	0.0823	0.0917	0.0843	0.0917	0.0917	no
3	JJCC roof	Annual	0.1167	0.1081	0.1066	0.1219	0.1157	0.1219	0.1219	no
4	JJCC roof	Annual	0.0956	0.0894	0.0943	0.1000	0.0869	0.1000	0.1000	no
5	JJCC roof	Annual	0.1073	0.0927	0.0909	0.1027	0.0937	0.1073	0.1073	no
6	JJCC roof	Annual	0.0957	0.0930	0.0856	0.0893	0.0774	0.0957	0.0957	no
7	Proposed Hotel	Annual	0.0272	0.0282	0.0293	0.0335	0.0341	0.0341	0.0341	no
8	Proposed Hotel	Annual	0.0261	0.0271	0.0281	0.0320	0.0324	0.0324	0.0324	no
9	Proposed Hotel	Annual	0.0243	0.0253	0.0260	0.0295	0.0300	0.0300	0.0300	no
10	Proposed Hotel	Annual	0.0224	0.0233	0.0238	0.0269	0.0273	0.0273	0.0273	no
11	pedestrian level	Annual	0.0313	0.0316	0.0326	0.0365	0.0372	0.0372	0.0372	no
12	pedestrian level	Annual	0.0819	0.0790	0.0751	0.0775	0.0763	0.0819	0.0819	no
13	pedestrian level	Annual	0.0592	0.0559	0.0548	0.0558	0.0551	0.0592	0.0592	no
14	pedestrian level	Annual	0.0963	0.0949	0.0963	0.1020	0.1045	0.1045	0.1045	no
15	pedestrian level	Annual	0.0516	0.0457	0.0421	0.0472	0.0402	0.0516	0.0516	no
16	Site 14	Annual	0.0152	0.0162	0.0172	0.0190	0.0177	0.0190	0.0190	no
17	pedestrian level	Annual	0.0615	0.0554	0.0544	0.0614	0.0571	0.0615	0.0615	no
18	pedestrian level	Annual	0.0432	0.0381	0.0381	0.0415	0.0368	0.0432	0.0432	no
19	pedestrians	Annual	0.0541	0.0539	0.0566	0.0570	0.0608	0.0608	0.0608	no
20	pedestrians	Annual	0.1043	0.0913	0.0885	0.0989	0.0905	0.1043	0.1043	no
21	pedestrians	Annual	0.1052	0.1000	0.0962	0.1025	0.0990	0.1052	0.1052	no
22	pedestrians	Annual	0.1464	0.1392	0.1411	0.1502	0.1469	0.1502	0.1502	no
23	pedestrians	Annual	0.0426	0.0467	0.0467	0.0515	0.0553	0.0553	0.0553	no
24	pedestrians	Annual	0.0276	0.0308	0.0291	0.0267	0.0303	0.0308	0.0308	no
25	pedestrians	Annual	0.0260	0.0276	0.0278	0.0297	0.0311	0.0311	0.0311	no
26	pedestrians	Annual	0.0290	0.0295	0.0303	0.0302	0.0313	0.0313	0.0313	no
27	Site 18	Annual	0.0180	0.0189	0.0187	0.0229	0.0223	0.0229	0.0229	no
28	Site 18	Annual	0.0166	0.0174	0.0174	0.0212	0.0205	0.0212	0.0212	no
29	Site 18	Annual	0.0181	0.0189	0.0191	0.0232	0.0223	0.0232	0.0232	no
30	Existing Residence	Annual	0.0336	0.0350	0.0319	0.0424	0.0417	0.0424	0.0424	no
31	Existing Residence	Annual	0.0347	0.0356	0.0320	0.0439	0.0430	0.0439	0.0439	no
32	Existing Residence	Annual	0.0351	0.0354	0.0317	0.0441	0.0432	0.0441	0.0441	no
33	Existing Residence	Annual	0.0343	0.0342	0.0309	0.0428	0.0420	0.0428	0.0428	no
34	Existing Residence	Annual	0.0407	0.0400	0.0392	0.0497	0.0502	0.0502	0.0502	no
35	Existing Residence	Annual	0.0484	0.0476	0.0443	0.0596	0.0588	0.0596	0.0596	no
36	Existing Residence	Annual	0.0430	0.0427	0.0405	0.0532	0.0529	0.0532	0.0532	no
37	Existing Residence	Annual	0.0366	0.0366	0.0352	0.0453	0.0454	0.0454	0.0454	no
38	Existing Residence	Annual	0.0305	0.0308	0.0300	0.0377	0.0383	0.0383	0.0383	no
39	Existing Residence	Annual	0.0485	0.0474	0.0431	0.0595	0.0585	0.0595	0.0595	no
Maximum Results								0.1502	0.1502	no

Table T2-14

Vent Buildings: PM 2.5 Emissions
No Build 2010

Section	Hudson & 39th		11th Ave & 39th			Route 9A & 38th	
	Hudson & 39th Stack 1 of 2	Hudson & 39th Stack 2 of 2	11th Ave & 39th Stack 1 of 3	11th Ave & 39th Stack 2 of 3	11th Ave & 39th Stack 3 of 3	Route 9A & 38th Stack 1 of 2	Route 9A & 38th Stack 2 of 2
Zone	N-3	C-3	N-4	C-4	C-5	S-3	S-4
Start Time	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
0:00	0.00375	0.00148	0.00065	0.00067	0.00074	0.00153	0.00093
1:00	0.00233	0.00127	0.00042	0.00058	0.00063	0.00099	0.00059
2:00	0.00165	0.00085	0.00031	0.00038	0.00042	0.00075	0.00044
3:00	0.00146	0.00080	0.00028	0.00036	0.00040	0.00082	0.00048
4:00	0.00185	0.00130	0.00035	0.00059	0.00065	0.00118	0.00070
5:00	0.00284	0.00092	0.00051	0.00042	0.00046	0.00262	0.00162
6:00	0.01686	0.00509	0.00405	0.00339	0.00335	0.00614	0.00365
7:00	0.01868	0.00538	0.00462	0.00355	0.00349	0.00602	0.00358
8:00	0.02167	0.00635	0.00518	0.00431	0.00429	0.00547	0.00326
9:00	0.01651	0.00539	0.00384	0.00366	0.00363	0.00553	0.00329
10:00	0.02633	0.00466	0.00683	0.00324	0.00325	0.00512	0.00304
11:00	0.02311	0.00299	0.00653	0.00211	0.00213	0.00512	0.00303
12:00	0.00816	0.00210	0.00190	0.00095	0.00105	0.00384	0.00227
13:00	0.01546	0.00250	0.00396	0.00113	0.00124	0.00375	0.00222
14:00	0.01667	0.00261	0.00409	0.00118	0.00130	0.00314	0.00196
15:00	0.01100	0.00203	0.00253	0.00092	0.00101	0.00390	0.00231
16:00	0.01274	0.00402	0.00300	0.00180	0.00121	0.00819	0.00492
17:00	0.01312	0.00335	0.00296	0.00149	0.00098	0.00674	0.00401
18:00	0.00836	0.00373	0.00184	0.00166	0.00107	0.00805	0.00484
19:00	0.01917	0.00209	0.00471	0.00095	0.00104	0.00467	0.00276
20:00	0.01758	0.00269	0.00426	0.00122	0.00134	0.00286	0.00177
21:00	0.01959	0.00160	0.00492	0.00072	0.00079	0.00272	0.00168
22:00	0.01931	0.00210	0.00483	0.00095	0.00104	0.00364	0.00216
23:00	0.01546	0.00135	0.00365	0.00061	0.00067	0.00308	0.00192

Table T2-15

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2010 NoBuild
Pollutant: PM2.5
24-hr Background ($\mu g/m^3$):

Receptor #	Description	Analysis Period	2010 NoBuild 24 Hour Year : 1998 $\mu g/m^3$	2010 NoBuild 24 Hour Year : 1999 $\mu g/m^3$	2010 NoBuild 24 Hour Year : 2000 $\mu g/m^3$	2010 NoBuild 24 Hour Year : 2001 $\mu g/m^3$	2010 NoBuild 24 Hour Year : 2002 $\mu g/m^3$	2010 NoBuild 24 Hour Maximum $\mu g/m^3$	2010 NoBuild Total 24-hour Level $\mu g/m^3$	2010 NoBuild NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	0.12	0.15	0.10	0.16	0.14	0.16	0.16	no
2	JJCC roof	24-Hour	0.46	0.42	0.55	0.47	0.36	0.55	0.55	no
3	JJCC roof	24-Hour	0.38	0.31	0.39	0.38	0.28	0.39	0.39	no
4	JJCC roof	24-Hour	0.99	1.12	0.90	1.04	0.85	1.12	1.12	no
5	JJCC roof	24-Hour	0.63	0.58	0.65	0.61	0.53	0.65	0.65	no
6	JJCC roof	24-Hour	1.05	1.34	1.11	0.94	0.96	1.34	1.34	no
7	Proposed Hotel	24-Hour	0.21	0.15	0.15	0.16	0.19	0.21	0.21	no
8	Proposed Hotel	24-Hour	0.22	0.17	0.15	0.17	0.20	0.22	0.22	no
9	Proposed Hotel	24-Hour	0.20	0.19	0.15	0.17	0.20	0.20	0.20	no
10	Proposed Hotel	24-Hour	0.20	0.18	0.14	0.17	0.20	0.20	0.20	no
11	pedestrian level	24-Hour	0.16	0.15	0.15	0.17	0.21	0.21	0.21	no
12	pedestrian level	24-Hour	0.12	0.15	0.12	0.16	0.13	0.16	0.16	no
13	pedestrian level	24-Hour	0.13	0.15	0.14	0.16	0.13	0.16	0.16	no
14	pedestrian level	24-Hour	0.11	0.14	0.10	0.15	0.13	0.15	0.15	no
15	pedestrian level	24-Hour	0.16	0.18	0.17	0.17	0.13	0.18	0.18	no
16	Site 14	24-Hour	0.14	0.13	0.11	0.12	0.17	0.17	0.17	no
17	pedestrian level	24-Hour	0.15	0.17	0.16	0.17	0.16	0.17	0.17	no
18	pedestrian level	24-Hour	0.15	0.15	0.16	0.14	0.15	0.16	0.16	no
19	pedestrians	24-Hour	0.06	0.05	0.05	0.07	0.08	0.08	0.08	no
20	pedestrians	24-Hour	0.07	0.07	0.05	0.08	0.06	0.08	0.08	no
21	pedestrians	24-Hour	0.04	0.04	0.04	0.03	0.04	0.04	0.04	no
22	pedestrians	24-Hour	0.05	0.06	0.06	0.04	0.04	0.06	0.06	no
23	pedestrians	24-Hour	0.06	0.06	0.07	0.05	0.06	0.07	0.07	no
24	pedestrians	24-Hour	0.04	0.04	0.05	0.04	0.04	0.05	0.05	no
25	pedestrians	24-Hour	0.09	0.09	0.10	0.10	0.10	0.10	0.10	no
26	pedestrians	24-Hour	0.10	0.10	0.10	0.14	0.12	0.14	0.14	no
27	Site 18	24-Hour	0.13	0.11	0.10	0.19	0.10	0.19	0.19	no
28	Site 18	24-Hour	0.13	0.12	0.10	0.18	0.11	0.18	0.18	no
29	Site 18	24-Hour	0.13	0.12	0.10	0.15	0.10	0.15	0.15	no
30	Existing Residence	24-Hour	0.21	0.21	0.20	0.22	0.28	0.28	0.28	no
31	Existing Residence	24-Hour	0.25	0.30	0.28	0.27	0.32	0.32	0.32	no
32	Existing Residence	24-Hour	0.36	0.40	0.39	0.32	0.34	0.40	0.40	no
33	Existing Residence	24-Hour	0.44	0.50	0.47	0.38	0.41	0.50	0.50	no
34	Existing Residence	24-Hour	0.26	0.25	0.21	0.29	0.24	0.29	0.29	no
35	Existing Residence	24-Hour	0.32	0.37	0.32	0.43	0.36	0.43	0.43	no
36	Existing Residence	24-Hour	0.34	0.43	0.34	0.41	0.44	0.44	0.44	no
37	Existing Residence	24-Hour	0.33	0.45	0.35	0.35	0.46	0.46	0.46	no
38	Existing Residence	24-Hour	0.29	0.44	0.38	0.31	0.43	0.44	0.44	no
39	Existing Residence	24-Hour	0.28	0.27	0.27	0.37	0.31	0.37	0.37	no
Maximum Results								1.34	1.34	no

Table T2-16

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2010 NoBuild
Pollutant: PM2.5
Annual Background ($\mu g/m^3$): 0

Receptor #	Description	Analysis Period	2010 NoBuild Annual Year : 1998 $\mu g/m^3$	2010 NoBuild Annual Year : 1999 $\mu g/m^3$	2010 NoBuild Annual Year : 2000 $\mu g/m^3$	2010 NoBuild Annual Year : 2001 $\mu g/m^3$	2010 NoBuild Annual Year : 2002 $\mu g/m^3$	2010 NoBuild Annual Maximum $\mu g/m^3$	2010 NoBuild Total Annual Level $\mu g/m^3$	2010 NoBuild NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.022	0.019	0.020	0.023	0.022	0.023	0.023	no
2	JJCC roof	Annual	0.078	0.075	0.069	0.080	0.071	0.080	0.080	no
3	JJCC roof	Annual	0.065	0.058	0.057	0.066	0.057	0.066	0.066	no
4	JJCC roof	Annual	0.183	0.180	0.202	0.186	0.154	0.202	0.202	no
5	JJCC roof	Annual	0.164	0.142	0.137	0.151	0.142	0.164	0.164	no
6	JJCC roof	Annual	0.232	0.245	0.210	0.189	0.168	0.245	0.245	no
7	Proposed Hotel	Annual	0.029	0.029	0.030	0.035	0.035	0.035	0.035	no
8	Proposed Hotel	Annual	0.029	0.029	0.031	0.035	0.035	0.035	0.035	no
9	Proposed Hotel	Annual	0.028	0.029	0.030	0.034	0.034	0.034	0.034	no
10	Proposed Hotel	Annual	0.026	0.028	0.028	0.032	0.032	0.032	0.032	no
11	pedestrian level	Annual	0.031	0.031	0.032	0.035	0.037	0.037	0.037	no
12	pedestrian level	Annual	0.025	0.020	0.021	0.024	0.022	0.025	0.025	no
13	pedestrian level	Annual	0.028	0.023	0.024	0.027	0.025	0.028	0.028	no
14	pedestrian level	Annual	0.022	0.019	0.020	0.022	0.021	0.022	0.022	no
15	pedestrian level	Annual	0.039	0.034	0.031	0.036	0.031	0.039	0.039	no
16	Site 14	Annual	0.016	0.017	0.018	0.019	0.018	0.019	0.019	no
17	pedestrian level	Annual	0.028	0.023	0.024	0.027	0.025	0.028	0.028	no
18	pedestrian level	Annual	0.034	0.030	0.029	0.032	0.030	0.034	0.034	no
19	pedestrians	Annual	0.009	0.009	0.008	0.009	0.010	0.010	0.010	no
20	pedestrians	Annual	0.008	0.008	0.006	0.008	0.007	0.008	0.008	no
21	pedestrians	Annual	0.003	0.003	0.002	0.002	0.003	0.003	0.003	no
22	pedestrians	Annual	0.004	0.005	0.004	0.004	0.004	0.005	0.005	no
23	pedestrians	Annual	0.008	0.008	0.007	0.007	0.008	0.008	0.008	no
24	pedestrians	Annual	0.003	0.003	0.003	0.003	0.004	0.004	0.004	no
25	pedestrians	Annual	0.014	0.014	0.014	0.016	0.017	0.017	0.017	no
26	pedestrians	Annual	0.012	0.012	0.012	0.012	0.014	0.014	0.014	no
27	Site 18	Annual	0.018	0.019	0.019	0.023	0.022	0.023	0.023	no
28	Site 18	Annual	0.018	0.018	0.018	0.022	0.022	0.022	0.022	no
29	Site 18	Annual	0.017	0.018	0.018	0.022	0.021	0.022	0.022	no
30	Existing Residence	Annual	0.033	0.033	0.031	0.040	0.040	0.040	0.040	no
31	Existing Residence	Annual	0.037	0.037	0.033	0.045	0.045	0.045	0.045	no
32	Existing Residence	Annual	0.041	0.040	0.036	0.050	0.050	0.050	0.050	no
33	Existing Residence	Annual	0.044	0.043	0.038	0.055	0.053	0.055	0.055	no
34	Existing Residence	Annual	0.034	0.032	0.032	0.040	0.041	0.041	0.041	no
35	Existing Residence	Annual	0.046	0.044	0.040	0.054	0.054	0.054	0.054	no
36	Existing Residence	Annual	0.046	0.044	0.041	0.055	0.055	0.055	0.055	no
37	Existing Residence	Annual	0.043	0.042	0.040	0.053	0.052	0.053	0.053	no
38	Existing Residence	Annual	0.039	0.039	0.037	0.049	0.048	0.049	0.049	no
39	Existing Residence	Annual	0.042	0.039	0.036	0.048	0.049	0.049	0.049	no
Maximum Results								0.245	0.245	no

Table T2-17

Seven Line Extension - Air Quality Stationary Results
Site VW: Ventilation Buildings Wake Effect
Scenario: 2010 NoBuild
Pollutant: PM2.5
24-hr Background ($\mu g/m^3$):

Receptor #	Description	Analysis Period	2010 NoBuild 24 Hour Year : 1998 $\mu g/m^3$	2010 NoBuild 24 Hour Year : 1999 $\mu g/m^3$	2010 NoBuild 24 Hour Year : 2000 $\mu g/m^3$	2010 NoBuild 24 Hour Year : 2001 $\mu g/m^3$	2010 NoBuild 24 Hour Year : 2002 $\mu g/m^3$	2010 NoBuild 24 Hour Maximum $\mu g/m^3$	2010 NoBuild Total 24-hour Level $\mu g/m^3$	2010 NoBuild NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	0.26	0.28	0.28	0.30	0.34	0.34	0.34	no
2	JJCC roof	24-Hour	0.40	0.34	0.52	0.41	0.32	0.52	0.52	no
3	JJCC roof	24-Hour	0.49	0.38	0.48	0.47	0.34	0.49	0.49	no
4	JJCC roof	24-Hour	0.34	0.31	0.31	0.41	0.35	0.41	0.41	no
5	JJCC roof	24-Hour	0.43	0.45	0.47	0.44	0.41	0.47	0.47	no
6	JJCC roof	24-Hour	0.31	0.27	0.30	0.38	0.28	0.38	0.38	no
7	Proposed Hotel	24-Hour	0.21	0.16	0.14	0.16	0.19	0.21	0.21	no
8	Proposed Hotel	24-Hour	0.21	0.15	0.14	0.16	0.20	0.21	0.21	no
9	Proposed Hotel	24-Hour	0.19	0.14	0.13	0.14	0.19	0.19	0.19	no
10	Proposed Hotel	24-Hour	0.17	0.12	0.12	0.11	0.15	0.17	0.17	no
11	pedestrian level	24-Hour	0.17	0.17	0.14	0.14	0.19	0.19	0.19	no
12	pedestrian level	24-Hour	0.26	0.26	0.29	0.29	0.30	0.30	0.30	no
13	pedestrian level	24-Hour	0.20	0.21	0.24	0.26	0.25	0.26	0.26	no
14	pedestrian level	24-Hour	0.34	0.43	0.40	0.42	0.56	0.56	0.56	no
15	pedestrian level	24-Hour	0.21	0.21	0.21	0.22	0.17	0.22	0.22	no
16	Site 14	24-Hour	0.12	0.14	0.13	0.14	0.14	0.14	0.14	no
17	pedestrian level	24-Hour	0.25	0.29	0.31	0.26	0.30	0.31	0.31	no
18	pedestrian level	24-Hour	0.19	0.17	0.22	0.22	0.17	0.22	0.22	no
19	pedestrians	24-Hour	0.29	0.34	0.26	0.38	0.39	0.39	0.39	no
20	pedestrians	24-Hour	0.46	0.49	0.46	0.55	0.45	0.55	0.55	no
21	pedestrians	24-Hour	0.49	0.49	0.46	0.60	0.51	0.60	0.60	no
22	pedestrians	24-Hour	0.50	0.65	0.54	0.60	0.65	0.65	0.65	no
23	pedestrians	24-Hour	0.30	0.30	0.35	0.38	0.33	0.38	0.38	no
24	pedestrians	24-Hour	0.19	0.21	0.20	0.25	0.29	0.29	0.29	no
25	pedestrians	24-Hour	0.14	0.12	0.14	0.17	0.16	0.17	0.17	no
26	pedestrians	24-Hour	0.13	0.14	0.16	0.21	0.18	0.21	0.21	no
27	Site 18	24-Hour	0.13	0.12	0.09	0.17	0.12	0.17	0.17	no
28	Site 18	24-Hour	0.13	0.11	0.09	0.15	0.12	0.15	0.15	no
29	Site 18	24-Hour	0.13	0.13	0.10	0.16	0.13	0.16	0.16	no
30	Existing Residence	24-Hour	0.21	0.24	0.24	0.22	0.30	0.30	0.30	no
31	Existing Residence	24-Hour	0.25	0.28	0.29	0.23	0.32	0.32	0.32	no
32	Existing Residence	24-Hour	0.28	0.33	0.33	0.25	0.30	0.33	0.33	no
33	Existing Residence	24-Hour	0.28	0.36	0.32	0.25	0.34	0.36	0.36	no
34	Existing Residence	24-Hour	0.29	0.37	0.36	0.29	0.32	0.37	0.37	no
35	Existing Residence	24-Hour	0.35	0.53	0.42	0.37	0.44	0.53	0.53	no
36	Existing Residence	24-Hour	0.32	0.49	0.42	0.32	0.41	0.49	0.49	no
37	Existing Residence	24-Hour	0.28	0.43	0.38	0.27	0.36	0.43	0.43	no
38	Existing Residence	24-Hour	0.25	0.36	0.33	0.23	0.31	0.36	0.36	no
39	Existing Residence	24-Hour	0.39	0.47	0.42	0.37	0.41	0.47	0.47	no
Maximum Results								0.65	0.65	no

Table T2-18

Seven Line Extension - Air Quality Stationary Results
Site FV: Ventilation Buildings Wake Effect
Scenario: 2010 NoBuild
Pollutant: PM2.5
Annual Background ($\mu g/m^3$): 0

Receptor #	Description	Analysis Period	2010 NoBuild Annual Year : 1998 $\mu g/m^3$	2010 NoBuild Annual Year : 1999 $\mu g/m^3$	2010 NoBuild Annual Year : 2000 $\mu g/m^3$	2010 NoBuild Annual Year : 2001 $\mu g/m^3$	2010 NoBuild Annual Year : 2002 $\mu g/m^3$	2010 NoBuild Annual Maximum $\mu g/m^3$	2010 NoBuild Total Annual Level $\mu g/m^3$	2010 NoBuild NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.05	0.05	0.05	0.05	0.05	0.05	0.05	no
2	JJCC roof	Annual	0.09	0.08	0.08	0.09	0.08	0.09	0.09	no
3	JJCC roof	Annual	0.12	0.11	0.11	0.12	0.11	0.12	0.12	no
4	JJCC roof	Annual	0.10	0.09	0.09	0.10	0.09	0.10	0.10	no
5	JJCC roof	Annual	0.11	0.09	0.09	0.10	0.09	0.11	0.11	no
6	JJCC roof	Annual	0.10	0.09	0.09	0.09	0.08	0.10	0.10	no
7	Proposed Hotel	Annual	0.03	0.03	0.03	0.03	0.03	0.03	0.03	no
8	Proposed Hotel	Annual	0.03	0.03	0.03	0.03	0.03	0.03	0.03	no
9	Proposed Hotel	Annual	0.02	0.03	0.03	0.03	0.03	0.03	0.03	no
10	Proposed Hotel	Annual	0.02	0.02	0.02	0.03	0.03	0.03	0.03	no
11	pedestrian level	Annual	0.03	0.03	0.03	0.04	0.04	0.04	0.04	no
12	pedestrian level	Annual	0.08	0.08	0.07	0.08	0.08	0.08	0.08	no
13	pedestrian level	Annual	0.06	0.06	0.05	0.06	0.05	0.06	0.06	no
14	pedestrian level	Annual	0.10	0.09	0.10	0.10	0.10	0.10	0.10	no
15	pedestrian level	Annual	0.05	0.05	0.04	0.05	0.04	0.05	0.05	no
16	Site 14	Annual	0.02	0.02	0.02	0.02	0.02	0.02	0.02	no
17	pedestrian level	Annual	0.06	0.06	0.05	0.06	0.06	0.06	0.06	no
18	pedestrian level	Annual	0.04	0.04	0.04	0.04	0.04	0.04	0.04	no
19	pedestrians	Annual	0.05	0.05	0.06	0.06	0.06	0.06	0.06	no
20	pedestrians	Annual	0.10	0.09	0.09	0.10	0.09	0.10	0.10	no
21	pedestrians	Annual	0.11	0.10	0.10	0.10	0.10	0.11	0.11	no
22	pedestrians	Annual	0.15	0.14	0.14	0.15	0.15	0.15	0.15	no
23	pedestrians	Annual	0.04	0.05	0.05	0.05	0.06	0.06	0.06	no
24	pedestrians	Annual	0.03	0.03	0.03	0.03	0.03	0.03	0.03	no
25	pedestrians	Annual	0.03	0.03	0.03	0.03	0.03	0.03	0.03	no
26	pedestrians	Annual	0.03	0.03	0.03	0.03	0.03	0.03	0.03	no
27	Site 18	Annual	0.02	0.02	0.02	0.02	0.02	0.02	0.02	no
28	Site 18	Annual	0.02	0.02	0.02	0.02	0.02	0.02	0.02	no
29	Site 18	Annual	0.02	0.02	0.02	0.02	0.02	0.02	0.02	no
30	Existing Residence	Annual	0.03	0.03	0.03	0.04	0.04	0.04	0.04	no
31	Existing Residence	Annual	0.03	0.03	0.03	0.04	0.04	0.04	0.04	no
32	Existing Residence	Annual	0.03	0.03	0.03	0.04	0.04	0.04	0.04	no
33	Existing Residence	Annual	0.03	0.03	0.03	0.04	0.04	0.04	0.04	no
34	Existing Residence	Annual	0.04	0.04	0.04	0.05	0.05	0.05	0.05	no
35	Existing Residence	Annual	0.05	0.05	0.04	0.06	0.06	0.06	0.06	no
36	Existing Residence	Annual	0.04	0.04	0.04	0.05	0.05	0.05	0.05	no
37	Existing Residence	Annual	0.04	0.04	0.03	0.04	0.04	0.04	0.04	no
38	Existing Residence	Annual	0.03	0.03	0.03	0.04	0.04	0.04	0.04	no
39	Existing Residence	Annual	0.05	0.05	0.04	0.06	0.06	0.06	0.06	no
Maximum Results								0.15	0.15	no

Table T2-19

Delta Analysis
Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2010 PA Build - NoBuild
Pollutant: PM2.5
24-hr Background (µg/m^3):

Receptor #	Description	Analysis Period	2010 Build 24 Hour Year : 1998 µg/m^3	2010 Build 24 Hour Year : 1999 µg/m^3	2010 Build 24 Hour Year : 2000 µg/m^3	2010 Build 24 Hour Year : 2001 µg/m^3	2010 Build 24 Hour Year : 2002 µg/m^3	2010 Build 24 Hour Maximum µg/m^3	2010 Build Total 24-hour Level µg/m^3	2010 Build NAAQS 24 Hour 150 µg/m^3
1	pedestrian level	24-Hour	-0.0003	-0.0031	0.0003	0.0029	-0.0008	0.0029	0.0029	no
2	JJCC roof	24-Hour	-0.0010	0.0075	0.0036	-0.0041	0.0047	0.0075	0.0075	no
3	JJCC roof	24-Hour	-0.0033	-0.0078	0.0129	0.0002	-0.0042	0.0129	0.0129	no
4	JJCC roof	24-Hour	-0.0178	0.0038	-0.0046	-0.0144	-0.0130	0.0038	0.0038	no
5	JJCC roof	24-Hour	-0.0002	0.0072	-0.0113	-0.0132	-0.0017	0.0072	0.0072	no
6	JJCC roof	24-Hour	0.0004	0.0292	-0.0068	-0.0065	-0.0120	0.0292	0.0292	no
7	Proposed Hotel	24-Hour	0.0011	-0.0005	0.0009	0.0014	0.0010	0.0014	0.0014	no
8	Proposed Hotel	24-Hour	0.0007	-0.0015	0.0010	0.0018	0.0063	0.0063	0.0063	no
9	Proposed Hotel	24-Hour	0.0005	0.0001	0.0005	0.0044	0.0038	0.0044	0.0044	no
10	Proposed Hotel	24-Hour	0.0106	0.0004	0.0000	0.0029	-0.0001	0.0106	0.0106	no
11	pedestrian level	24-Hour	0.0010	0.0067	0.0011	0.0030	-0.0002	0.0067	0.0067	no
12	pedestrian level	24-Hour	0.0013	-0.0017	-0.0010	0.0008	-0.0008	0.0013	0.0013	no
13	pedestrian level	24-Hour	0.0004	-0.0010	-0.0017	-0.0001	-0.0010	0.0004	0.0004	no
14	pedestrian level	24-Hour	0.0013	-0.0025	0.0001	0.0027	-0.0007	0.0027	0.0027	no
15	pedestrian level	24-Hour	-0.0007	-0.0014	-0.0019	-0.0003	-0.0015	-0.0003	-0.0003	no
16	Site 14	24-Hour	-0.0010	-0.0005	0.0016	-0.0007	0.0002	0.0016	0.0016	no
17	pedestrian level	24-Hour	-0.0011	-0.0021	-0.0028	-0.0016	-0.0028	-0.0011	-0.0011	no
18	pedestrian level	24-Hour	-0.0023	-0.0002	-0.0018	-0.0015	-0.0014	-0.0002	-0.0002	no
19	pedestrians	24-Hour	-0.0004	-0.0022	0.0000	-0.0029	-0.0032	0.0000	0.0000	no
20	pedestrians	24-Hour	-0.0023	-0.0025	-0.0015	-0.0024	-0.0020	-0.0015	-0.0015	no
21	pedestrians	24-Hour	-0.0002	0.0002	0.0012	0.0009	0.0003	0.0012	0.0012	no
22	pedestrians	24-Hour	0.0005	0.0002	0.0008	0.0001	-0.0003	0.0008	0.0008	no
23	pedestrians	24-Hour	0.0016	0.0014	0.0005	-0.0001	0.0004	0.0016	0.0016	no
24	pedestrians	24-Hour	-0.0001	-0.0010	0.0008	-0.0001	-0.0007	0.0008	0.0008	no
25	pedestrians	24-Hour	-0.0027	-0.0002	-0.0034	-0.0045	-0.0013	-0.0002	-0.0002	no
26	pedestrians	24-Hour	-0.0020	-0.0041	-0.0031	-0.0047	-0.0045	-0.0020	-0.0020	no
27	Site 18	24-Hour	0.0002	-0.0011	0.0012	-0.0011	0.0024	0.0024	0.0024	no
28	Site 18	24-Hour	0.0003	-0.0010	0.0011	-0.0013	0.0019	0.0019	0.0019	no
29	Site 18	24-Hour	0.0005	-0.0010	0.0008	-0.0013	0.0013	0.0013	0.0013	no
30	Existing Residence	24-Hour	-0.0028	-0.0043	-0.0030	0.0013	0.0018	0.0018	0.0018	no
31	Existing Residence	24-Hour	-0.0047	-0.0055	-0.0031	0.0015	-0.0027	0.0015	0.0015	no
32	Existing Residence	24-Hour	-0.0063	-0.0060	-0.0031	-0.0010	0.0017	0.0017	0.0017	no
33	Existing Residence	24-Hour	-0.0069	-0.0052	-0.0029	0.0011	-0.0046	0.0011	0.0011	no
34	Existing Residence	24-Hour	-0.0043	-0.0046	0.0021	0.0082	0.0029	0.0082	0.0082	no
35	Existing Residence	24-Hour	0.0005	-0.0074	-0.0030	0.0046	0.0405	0.0405	0.0405	no
36	Existing Residence	24-Hour	-0.0005	-0.0066	-0.0027	0.0095	0.0523	0.0523	0.0523	no
37	Existing Residence	24-Hour	-0.0010	-0.0056	0.0030	0.0103	0.0533	0.0533	0.0533	no
38	Existing Residence	24-Hour	-0.0013	-0.0049	0.0017	0.0170	0.0480	0.0480	0.0480	no
39	Existing Residence	24-Hour	-0.0016	-0.0061	-0.0032	0.0041	-0.0042	0.0041	0.0041	no
Maximum Results								0.0533	0.0533	no

Table T2-20

Delta Analysis
Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2010 PA Build - No Build
Pollutant: PM2.5
Annual Background ($\mu g/m^3$): 0

Receptor #	Description	Analysis Period	2010 Build Annual Year : 1998 $\mu g/m^3$	2010 Build Annual Year : 1999 $\mu g/m^3$	2010 Build Annual Year : 2000 $\mu g/m^3$	2010 Build Annual Year : 2001 $\mu g/m^3$	2010 Build Annual Year : 2002 $\mu g/m^3$	2010 Build Annual Maximum $\mu g/m^3$	2010 Build Total Annual Level $\mu g/m^3$	2010 Build NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	-0.0001	0.0000	-0.0001	0.0000	0.0000	0.0000	0.0000	no
2	JJCC roof	Annual	-0.0002	0.0000	-0.0003	-0.0005	0.0001	0.0001	0.0001	no
3	JJCC roof	Annual	-0.0001	0.0000	-0.0003	-0.0004	0.0002	0.0002	0.0002	no
4	JJCC roof	Annual	-0.0010	-0.0009	-0.0016	-0.0010	-0.0006	-0.0006	-0.0006	no
5	JJCC roof	Annual	0.0003	0.0006	0.0004	0.0005	0.0009	0.0009	0.0009	no
6	JJCC roof	Annual	0.0008	0.0003	0.0008	0.0002	0.0007	0.0008	0.0008	no
7	Proposed Hotel	Annual	0.0003	0.0003	0.0003	0.0004	0.0004	0.0004	0.0004	no
8	Proposed Hotel	Annual	0.0004	0.0003	0.0004	0.0005	0.0004	0.0005	0.0005	no
9	Proposed Hotel	Annual	0.0003	0.0003	0.0004	0.0005	0.0003	0.0005	0.0005	no
10	Proposed Hotel	Annual	0.0003	0.0003	0.0004	0.0005	0.0003	0.0005	0.0005	no
11	pedestrian level	Annual	0.0003	0.0002	0.0003	0.0005	0.0003	0.0005	0.0005	no
12	pedestrian level	Annual	-0.0001	0.0000	0.0000	0.0001	0.0000	0.0001	0.0001	no
13	pedestrian level	Annual	-0.0001	0.0000	-0.0001	0.0000	0.0000	0.0000	0.0000	no
14	pedestrian level	Annual	0.0000	0.0000	0.0000	0.0001	0.0000	0.0001	0.0001	no
15	pedestrian level	Annual	-0.0001	0.0000	-0.0001	-0.0001	0.0000	0.0000	0.0000	no
16	Site 14	Annual	0.0000	0.0001	0.0001	0.0002	0.0001	0.0002	0.0002	no
17	pedestrian level	Annual	-0.0002	-0.0001	-0.0001	0.0000	0.0000	0.0000	0.0000	no
18	pedestrian level	Annual	-0.0001	0.0000	-0.0001	-0.0001	0.0000	0.0000	0.0000	no
19	pedestrians	Annual	-0.0001	-0.0001	-0.0001	-0.0001	-0.0001	-0.0001	-0.0001	no
20	pedestrians	Annual	-0.0002	-0.0002	-0.0001	-0.0002	-0.0001	-0.0001	-0.0001	no
21	pedestrians	Annual	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	no
22	pedestrians	Annual	0.0001	0.0000	0.0001	0.0001	0.0000	0.0001	0.0001	no
23	pedestrians	Annual	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	no
24	pedestrians	Annual	0.0000	0.0000	0.0000	0.0000	-0.0001	0.0000	0.0000	no
25	pedestrians	Annual	0.0000	0.0000	-0.0001	-0.0001	-0.0001	0.0000	0.0000	no
26	pedestrians	Annual	-0.0003	-0.0002	-0.0002	-0.0003	-0.0003	-0.0002	-0.0002	no
27	Site 18	Annual	0.0001	0.0002	0.0002	0.0003	0.0003	0.0003	0.0003	no
28	Site 18	Annual	0.0001	0.0003	0.0002	0.0003	0.0003	0.0003	0.0003	no
29	Site 18	Annual	0.0001	0.0002	0.0001	0.0003	0.0002	0.0003	0.0003	no
30	Existing Residence	Annual	0.0003	0.0006	0.0004	0.0007	0.0004	0.0007	0.0007	no
31	Existing Residence	Annual	0.0004	0.0008	0.0006	0.0009	0.0006	0.0009	0.0009	no
32	Existing Residence	Annual	0.0007	0.0009	0.0008	0.0011	0.0009	0.0011	0.0011	no
33	Existing Residence	Annual	0.0010	0.0010	0.0008	0.0014	0.0011	0.0014	0.0014	no
34	Existing Residence	Annual	0.0010	0.0007	0.0007	0.0010	0.0013	0.0013	0.0013	no
35	Existing Residence	Annual	0.0015	0.0010	0.0009	0.0014	0.0017	0.0017	0.0017	no
36	Existing Residence	Annual	0.0017	0.0011	0.0011	0.0017	0.0021	0.0021	0.0021	no
37	Existing Residence	Annual	0.0016	0.0011	0.0011	0.0018	0.0020	0.0020	0.0020	no
38	Existing Residence	Annual	0.0015	0.0010	0.0011	0.0017	0.0019	0.0019	0.0019	no
39	Existing Residence	Annual	0.0009	0.0007	0.0006	0.0009	0.0010	0.0010	0.0010	no
Maximum Results								0.0021	0.0021	no

Table T2-21

Delta Analysis
Seven Line Extension - Air Quality Stationary Results
Site VW: Ventilation Buildings Wake Effect
Scenario: 2010 PA Build - NoBuild
Pollutant: PM2.5
24-hr Background (µg/m^3):

Receptor #	Description	Analysis Period	2010 Build 24 Hour Year : 1998 µg/m^3	2010 Build 24 Hour Year : 1999 µg/m^3	2010 Build 24 Hour Year : 2000 µg/m^3	2010 Build 24 Hour Year : 2001 µg/m^3	2010 Build 24 Hour Year : 2002 µg/m^3	2010 Build 24 Hour Maximum µg/m^3	2010 Build Total 24-hour Level µg/m^3	2010 Build NAAQS 24 Hour 150 µg/m^3
1	pedestrian level	24-Hour	0.0033	-0.0011	-0.0013	-0.0004	-0.0023	0.0033	0.0033	no
2	JJCC roof	24-Hour	-0.0008	0.0042	0.0021	-0.0037	-0.0041	0.0042	0.0042	no
3	JJCC roof	24-Hour	0.0011	-0.0061	0.0110	0.0256	-0.0012	0.0256	0.0256	no
4	JJCC roof	24-Hour	0.0042	-0.0024	-0.0048	0.0042	0.0028	0.0042	0.0042	no
5	JJCC roof	24-Hour	-0.0072	-0.0037	-0.0083	-0.0077	-0.0024	-0.0024	-0.0024	no
6	JJCC roof	24-Hour	0.0034	-0.0014	-0.0041	0.0038	0.0025	0.0038	0.0038	no
7	Proposed Hotel	24-Hour	0.0011	0.0016	-0.0010	0.0023	0.0047	0.0047	0.0047	no
8	Proposed Hotel	24-Hour	0.0006	-0.0015	0.0012	0.0024	0.0035	0.0035	0.0035	no
9	Proposed Hotel	24-Hour	0.0004	-0.0005	0.0004	0.0028	0.0017	0.0028	0.0028	no
10	Proposed Hotel	24-Hour	0.0054	-0.0010	0.0011	0.0019	0.0001	0.0054	0.0054	no
11	pedestrian level	24-Hour	0.0061	-0.0015	0.0021	0.0012	-0.0005	0.0061	0.0061	no
12	pedestrian level	24-Hour	0.0012	0.0020	0.0021	-0.0039	-0.0013	0.0021	0.0021	no
13	pedestrian level	24-Hour	-0.0014	-0.0025	-0.0010	0.0035	0.0004	0.0035	0.0035	no
14	pedestrian level	24-Hour	0.0035	-0.0019	-0.0028	-0.0046	0.0000	0.0035	0.0035	no
15	pedestrian level	24-Hour	0.0003	0.0012	-0.0013	-0.0017	-0.0002	0.0012	0.0012	no
16	Site 14	24-Hour	-0.0007	0.0000	0.0017	0.0022	0.0004	0.0022	0.0022	no
17	pedestrian level	24-Hour	-0.0003	0.0005	-0.0040	-0.0001	0.0062	0.0062	0.0062	no
18	pedestrian level	24-Hour	-0.0016	0.0038	-0.0009	0.0006	-0.0003	0.0038	0.0038	no
19	pedestrians	24-Hour	-0.0038	-0.0068	-0.0007	-0.0095	-0.0133	-0.0007	-0.0007	no
20	pedestrians	24-Hour	-0.0139	-0.0105	-0.0105	-0.0114	-0.0050	-0.0050	-0.0050	no
21	pedestrians	24-Hour	-0.0151	-0.0139	-0.0073	-0.0139	-0.0082	-0.0073	-0.0073	no
22	pedestrians	24-Hour	-0.0128	-0.0218	-0.0136	-0.0078	-0.0097	-0.0078	-0.0078	no
23	pedestrians	24-Hour	-0.0056	-0.0025	-0.0066	-0.0066	-0.0086	-0.0025	-0.0025	no
24	pedestrians	24-Hour	-0.0077	-0.0077	0.0000	-0.0078	-0.0111	0.0000	0.0000	no
25	pedestrians	24-Hour	-0.0060	-0.0013	-0.0018	-0.0029	-0.0034	-0.0013	-0.0013	no
26	pedestrians	24-Hour	-0.0052	-0.0002	-0.0042	-0.0051	-0.0040	-0.0002	-0.0002	no
27	Site 18	24-Hour	0.0001	-0.0011	0.0011	-0.0013	0.0007	0.0011	0.0011	no
28	Site 18	24-Hour	0.0002	-0.0010	0.0011	-0.0013	0.0012	0.0012	0.0012	no
29	Site 18	24-Hour	0.0004	-0.0011	0.0010	-0.0013	0.0022	0.0022	0.0022	no
30	Existing Residence	24-Hour	-0.0038	-0.0036	-0.0029	-0.0039	0.0021	0.0021	0.0021	no
31	Existing Residence	24-Hour	-0.0047	-0.0045	-0.0030	-0.0004	0.0025	0.0025	0.0025	no
32	Existing Residence	24-Hour	-0.0050	-0.0049	-0.0028	0.0010	0.0002	0.0010	0.0010	no
33	Existing Residence	24-Hour	-0.0047	-0.0053	-0.0026	0.0026	-0.0053	0.0026	0.0026	no
34	Existing Residence	24-Hour	-0.0050	-0.0043	0.0006	0.0093	0.0270	0.0270	0.0270	no
35	Existing Residence	24-Hour	-0.0058	-0.0053	0.0094	0.0079	0.0375	0.0375	0.0375	no
36	Existing Residence	24-Hour	-0.0066	-0.0052	0.0055	0.0109	0.0129	0.0129	0.0129	no
37	Existing Residence	24-Hour	-0.0053	-0.0051	0.0030	0.0089	-0.0078	0.0089	0.0089	no
38	Existing Residence	24-Hour	-0.0041	-0.0052	0.0009	0.0068	-0.0071	0.0068	0.0068	no
39	Existing Residence	24-Hour	-0.0065	-0.0056	-0.0033	0.0044	0.0044	0.0044	0.0044	no
Maximum Results								0.0375	0.0375	no

Table T2-22

Delta Analysis
Seven Line Extension - Air Quality Stationary Results
Site FV: Ventilation Buildings Wake Effect
Scenario: 2010 PA Build - NoBuild
Pollutant: PM2.5
Annual Background ($\mu g/m^3$): 0

Receptor #	Description	Analysis Period	2010 Build Annual Year : 1998 $\mu g/m^3$	2010 Build Annual Year : 1999 $\mu g/m^3$	2010 Build Annual Year : 2000 $\mu g/m^3$	2010 Build Annual Year : 2001 $\mu g/m^3$	2010 Build Annual Year : 2002 $\mu g/m^3$	2010 Build Annual Maximum $\mu g/m^3$	2010 Build Total Annual Level $\mu g/m^3$	2010 Build NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.0003	0.0002	0.0002	0.0005	0.0003	0.0005	0.0005	no
2	JJCC roof	Annual	0.0006	0.0006	0.0005	0.0004	0.0007	0.0007	0.0007	no
3	JJCC roof	Annual	0.0012	0.0012	0.0010	0.0010	0.0015	0.0015	0.0015	no
4	JJCC roof	Annual	0.0000	0.0000	0.0000	0.0001	0.0002	0.0002	0.0002	no
5	JJCC roof	Annual	-0.0002	-0.0001	-0.0001	0.0000	0.0001	0.0001	0.0001	no
6	JJCC roof	Annual	0.0001	0.0000	0.0001	0.0003	0.0002	0.0003	0.0003	no
7	Proposed Hotel	Annual	0.0003	0.0003	0.0003	0.0004	0.0003	0.0004	0.0004	no
8	Proposed Hotel	Annual	0.0003	0.0003	0.0003	0.0004	0.0003	0.0004	0.0004	no
9	Proposed Hotel	Annual	0.0002	0.0002	0.0003	0.0004	0.0003	0.0004	0.0004	no
10	Proposed Hotel	Annual	0.0002	0.0002	0.0002	0.0004	0.0002	0.0004	0.0004	no
11	pedestrian level	Annual	0.0003	0.0003	0.0003	0.0005	0.0004	0.0005	0.0005	no
12	pedestrian level	Annual	0.0002	0.0002	0.0001	0.0004	0.0003	0.0004	0.0004	no
13	pedestrian level	Annual	0.0003	0.0002	0.0002	0.0004	0.0002	0.0004	0.0004	no
14	pedestrian level	Annual	0.0002	0.0001	0.0002	0.0005	0.0002	0.0005	0.0005	no
15	pedestrian level	Annual	0.0003	0.0002	0.0001	0.0002	0.0003	0.0003	0.0003	no
16	Site 14	Annual	0.0001	0.0001	0.0002	0.0002	0.0001	0.0002	0.0002	no
17	pedestrian level	Annual	0.0003	0.0003	0.0002	0.0005	0.0004	0.0005	0.0005	no
18	pedestrian level	Annual	0.0003	0.0002	0.0002	0.0003	0.0002	0.0003	0.0003	no
19	pedestrians	Annual	-0.0003	-0.0003	-0.0003	-0.0001	-0.0004	-0.0001	-0.0001	no
20	pedestrians	Annual	-0.0007	-0.0005	-0.0005	-0.0006	-0.0003	-0.0003	-0.0003	no
21	pedestrians	Annual	-0.0013	-0.0010	-0.0012	-0.0014	-0.0010	-0.0010	-0.0010	no
22	pedestrians	Annual	-0.0014	-0.0010	-0.0011	-0.0012	-0.0012	-0.0010	-0.0010	no
23	pedestrians	Annual	-0.0002	0.0000	-0.0001	-0.0003	-0.0003	0.0000	0.0000	no
24	pedestrians	Annual	-0.0004	-0.0004	-0.0004	-0.0005	-0.0004	-0.0004	-0.0004	no
25	pedestrians	Annual	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	no
26	pedestrians	Annual	-0.0001	0.0000	-0.0001	-0.0002	-0.0001	0.0000	0.0000	no
27	Site 18	Annual	0.0001	0.0003	0.0002	0.0004	0.0003	0.0004	0.0004	no
28	Site 18	Annual	0.0001	0.0002	0.0002	0.0003	0.0002	0.0003	0.0003	no
29	Site 18	Annual	0.0001	0.0003	0.0002	0.0003	0.0003	0.0003	0.0003	no
30	Existing Residence	Annual	0.0003	0.0007	0.0005	0.0007	0.0005	0.0007	0.0007	no
31	Existing Residence	Annual	0.0004	0.0007	0.0005	0.0008	0.0005	0.0008	0.0008	no
32	Existing Residence	Annual	0.0005	0.0007	0.0006	0.0008	0.0006	0.0008	0.0008	no
33	Existing Residence	Annual	0.0006	0.0006	0.0005	0.0009	0.0006	0.0009	0.0009	no
34	Existing Residence	Annual	0.0013	0.0009	0.0010	0.0015	0.0017	0.0017	0.0017	no
35	Existing Residence	Annual	0.0014	0.0010	0.0010	0.0017	0.0017	0.0017	0.0017	no
36	Existing Residence	Annual	0.0012	0.0009	0.0009	0.0016	0.0015	0.0016	0.0016	no
37	Existing Residence	Annual	0.0010	0.0007	0.0007	0.0013	0.0012	0.0013	0.0013	no
38	Existing Residence	Annual	0.0007	0.0006	0.0006	0.0010	0.0009	0.0010	0.0010	no
39	Existing Residence	Annual	0.0012	0.0010	0.0008	0.0014	0.0013	0.0014	0.0014	no
Maximum Results								0.0017	0.0017	no

Table T2-23

Vent Buildings: CO Emissions
W/Proposed Action 2025

Section	Hudson & 39th		11th Ave & 39th			Route 9A & 38th	
	Hudson & 39th Stack 1 of 2	Hudson & 39th Stack 2 of 2	11th Ave & 39th Stack 1 of 3	11th Ave & 39th Stack 2 of 3	11th Ave & 39th Stack 3 of 3	Route 9A & 38th Stack 1 of 2	Route 9A & 38th Stack 2 of 2
Zone	N-3	C-3	N-4	C-4	C-5	S-3	S-4
Start Time	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
0:00	2.22	0.94	0.52	0.42	0.47	0.76	0.46
1:00	0.42	0.65	0.08	0.30	0.32	0.48	0.28
2:00	0.28	0.43	0.06	0.19	0.21	0.36	0.22
3:00	0.25	0.41	0.05	0.18	0.20	0.40	0.23
4:00	0.31	0.66	0.06	0.30	0.33	0.57	0.34
5:00	0.48	0.46	0.09	0.21	0.23	1.27	0.79
6:00	4.32	3.86	1.10	2.56	2.52	4.39	2.62
7:00	5.08	4.27	1.34	2.79	2.74	4.34	2.59
8:00	4.21	3.30	1.08	2.20	2.17	5.29	3.17
9:00	3.43	3.42	0.85	2.28	2.26	4.73	2.83
10:00	6.60	2.40	1.86	1.66	1.66	4.02	2.39
11:00	9.75	1.92	3.03	1.35	1.37	3.72	2.21
12:00	3.61	1.88	0.88	0.85	0.94	2.43	1.44
13:00	6.53	1.90	1.80	0.86	0.94	2.47	1.46
14:00	5.28	2.24	1.39	1.01	1.11	2.19	1.30
15:00	3.20	1.42	0.77	0.65	0.71	2.29	1.36
16:00	3.68	5.37	0.91	2.40	1.74	6.02	3.65
17:00	2.71	4.05	0.65	1.81	1.26	4.22	2.52
18:00	1.60	3.79	0.37	1.69	1.14	6.15	3.74
19:00	4.83	1.31	1.27	0.59	0.65	2.95	1.75
20:00	4.31	2.12	1.10	0.96	1.05	2.45	1.45
21:00	5.62	0.79	1.52	0.36	0.40	1.33	0.82
22:00	5.47	1.04	1.47	0.47	0.52	2.29	1.36
23:00	4.52	0.72	1.16	0.32	0.36	2.24	1.33

Table T2-24

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2025 Build, Proposed Action
Pollutant: CO
Background Level (ppm): 2.9

Receptor #	Description	Analysis Period	2025 Build 8-Hour Output Year : 1998 (ppm)	2025 Build 8-Hour Output Year : 1999 (ppm)	2025 Build 8-Hour Output Year : 2000 (ppm)	2025 Build 8-Hour Output Year : 2001 (ppm)	2025 Build 8-Hour Output Year : 2002 (ppm)	2025 Build 8-Hour Output Maximum (ppm)	2025 Build Total 8-hour Level (ppm)	2025 Build NAAQS 9 ppm
1	pedestrian level	8-Hour	0.09	0.09	0.08	0.11	0.09	0.11	3.01	no
2	JJCC roof	8-Hour	0.24	0.24	0.26	0.27	0.23	0.27	3.17	no
3	JJCC roof	8-Hour	0.18	0.18	0.21	0.23	0.16	0.23	3.13	no
4	JJCC roof	8-Hour	0.62	0.62	0.76	0.59	0.60	0.76	3.66	no
5	JJCC roof	8-Hour	0.31	0.31	0.33	0.40	0.31	0.40	3.30	no
6	JJCC roof	8-Hour	0.86	0.86	0.79	0.88	0.71	0.88	3.78	no
7	Proposed Hotel	8-Hour	0.12	0.12	0.10	0.12	0.12	0.12	3.02	no
8	Proposed Hotel	8-Hour	0.13	0.13	0.11	0.12	0.11	0.13	3.03	no
9	Proposed Hotel	8-Hour	0.12	0.12	0.12	0.12	0.12	0.12	3.02	no
10	Proposed Hotel	8-Hour	0.14	0.14	0.14	0.11	0.12	0.14	3.04	no
11	pedestrian level	8-Hour	0.12	0.12	0.14	0.16	0.12	0.16	3.06	no
12	pedestrian level	8-Hour	0.10	0.10	0.08	0.09	0.10	0.10	3.00	no
13	pedestrian level	8-Hour	0.11	0.11	0.09	0.09	0.12	0.12	3.02	no
14	pedestrian level	8-Hour	0.09	0.09	0.07	0.09	0.09	0.09	2.99	no
15	pedestrian level	8-Hour	0.12	0.12	0.14	0.14	0.14	0.14	3.04	no
16	Site 14	8-Hour	0.14	0.14	0.10	0.10	0.12	0.14	3.04	no
17	Site 12	8-Hour	1.87	1.87	1.43	1.59	1.22	1.87	4.77	no
18	Site 12	8-Hour	0.97	0.97	1.03	1.47	0.97	1.47	4.37	no
19	Site 12	8-Hour	0.56	0.56	0.61	0.88	0.64	0.88	3.78	no
20	2025 development	8-Hour	0.26	0.26	0.22	0.28	0.26	0.28	3.18	no
21	2025 development	8-Hour	0.28	0.28	0.28	0.27	0.25	0.28	3.18	no
22	2025 development	8-Hour	0.23	0.23	0.24	0.21	0.19	0.24	3.14	no
23	pedestrian level	8-Hour	0.10	0.10	0.10	0.11	0.11	0.11	3.01	no
24	pedestrian level	8-Hour	0.10	0.10	0.11	0.11	0.14	0.14	3.04	no
25	pedestrians	8-Hour	0.05	0.05	0.05	0.06	0.07	0.07	2.97	no
26	pedestrians	8-Hour	0.07	0.07	0.04	0.06	0.05	0.07	2.97	no
27	pedestrians	8-Hour	0.06	0.06	0.03	0.03	0.03	0.06	2.96	no
28	pedestrians	8-Hour	0.06	0.06	0.04	0.04	0.04	0.06	2.96	no
29	pedestrians	8-Hour	0.06	0.06	0.05	0.06	0.06	0.06	2.96	no
30	pedestrians	8-Hour	0.06	0.06	0.04	0.04	0.04	0.06	2.96	no
31	pedestrians	8-Hour	0.06	0.06	0.08	0.08	0.08	0.08	2.98	no
32	pedestrians	8-Hour	0.09	0.09	0.07	0.12	0.11	0.12	3.02	no
33	Site 15	8-Hour	0.13	0.13	0.10	0.12	0.18	0.18	3.08	no
34	Site 15	8-Hour	0.11	0.11	0.09	0.09	0.14	0.14	3.04	no
35	Site 15	8-Hour	0.09	0.09	0.09	0.12	0.12	0.12	3.02	no
36	Site 18	8-Hour	0.08	0.08	0.07	0.08	0.07	0.08	2.98	no
37	Site 18	8-Hour	0.08	0.08	0.08	0.10	0.07	0.10	3.00	no
38	Site 18	8-Hour	0.08	0.08	0.08	0.11	0.07	0.11	3.01	no
39	Site 17	8-Hour	0.08	0.08	0.08	0.08	0.08	0.08	2.98	no
40	Site 17	8-Hour	0.08	0.08	0.09	0.09	0.09	0.09	2.99	no
41	Site 17	8-Hour	0.10	0.10	0.12	0.09	0.09	0.12	3.02	no
42	Existing Residence	8-Hour	0.13	0.13	0.14	0.13	0.15	0.15	3.05	no
43	Existing Residence	8-Hour	0.14	0.14	0.18	0.18	0.19	0.19	3.09	no
44	Existing Residence	8-Hour	0.17	0.17	0.23	0.19	0.20	0.23	3.13	no
45	Existing Residence	8-Hour	0.20	0.20	0.29	0.26	0.27	0.29	3.19	no
46	Existing Residence	8-Hour	0.14	0.14	0.13	0.15	0.14	0.15	3.05	no
47	Existing Residence	8-Hour	0.16	0.16	0.18	0.24	0.25	0.25	3.15	no
48	Existing Residence	8-Hour	0.21	0.21	0.18	0.22	0.29	0.29	3.19	no
49	Existing Residence	8-Hour	0.21	0.21	0.21	0.20	0.30	0.30	3.20	no
50	Existing Residence	8-Hour	0.19	0.19	0.23	0.19	0.26	0.26	3.16	no
51	Existing Residence	8-Hour	0.15	0.15	0.15	0.18	0.17	0.18	3.08	no
Maximum Results								1.87	4.77	no

Table T2-25

Seven Line Extension - Air Quality Stationary Results
Site VW: Ventilation Buildings Wake Effects
Scenario: 2025 Build, Proposed Action
Pollutant: CO
Background Level (ppm): 2.9

Receptor #	Description	Analysis Period	2025 Build 8-Hour Output Year : 1998 (ppm)	2025 Build 8-Hour Output Year : 1999 (ppm)	2025 Build 8-Hour Output Year : 2000 (ppm)	2025 Build 8-Hour Output Year : 2001 (ppm)	2025 Build 8-Hour Output Year : 2002 (ppm)	2025 Build 8-Hour Output Maximum (ppm)	2025 Build Total 8-hour Level (ppm)	2025 Build NAAQS 9 ppm
1	pedestrian level	8-Hour	0.19	0.20	0.18	0.18	0.23	0.23	3.13	no
2	JJCC roof	8-Hour	0.20	0.21	0.26	0.22	0.20	0.26	3.16	no
3	JJCC roof	8-Hour	0.25	0.24	0.32	0.28	0.24	0.32	3.22	no
4	JJCC roof	8-Hour	0.46	0.30	0.25	0.37	0.25	0.46	3.36	no
5	JJCC roof	8-Hour	0.24	0.29	0.28	0.25	0.29	0.29	3.19	no
6	JJCC roof	8-Hour	0.43	0.25	0.25	0.36	0.23	0.43	3.33	no
7	Proposed Hotel	8-Hour	0.11	0.12	0.12	0.10	0.10	0.12	3.02	no
8	Proposed Hotel	8-Hour	0.12	0.14	0.12	0.10	0.11	0.14	3.04	no
9	Proposed Hotel	8-Hour	0.12	0.12	0.12	0.10	0.11	0.12	3.02	no
10	Proposed Hotel	8-Hour	0.09	0.12	0.11	0.10	0.10	0.12	3.02	no
11	pedestrian level	8-Hour	0.11	0.11	0.12	0.11	0.11	0.12	3.02	no
12	pedestrian level	8-Hour	0.23	0.25	0.23	0.25	0.26	0.26	3.16	no
13	pedestrian level	8-Hour	0.19	0.21	0.18	0.21	0.26	0.26	3.16	no
14	pedestrian level	8-Hour	0.25	0.33	0.27	0.25	0.34	0.34	3.24	no
15	pedestrian level	8-Hour	0.13	0.14	0.15	0.16	0.16	0.16	3.06	no
16	Site 14	8-Hour	0.11	0.11	0.11	0.11	0.10	0.11	3.01	no
17	Site 12	8-Hour	1.15	0.79	0.84	0.90	0.73	1.15	4.05	no
18	Site 12	8-Hour	0.79	0.76	0.84	1.00	0.90	1.00	3.90	no
19	Site 12	8-Hour	0.60	0.73	0.61	0.77	0.56	0.77	3.67	no
20	2025 development	8-Hour	0.20	0.18	0.20	0.24	0.20	0.24	3.14	no
21	2025 development	8-Hour	0.20	0.19	0.20	0.21	0.17	0.21	3.11	no
22	2025 development	8-Hour	0.17	0.16	0.15	0.16	0.13	0.17	3.07	no
23	pedestrian level	8-Hour	0.20	0.23	0.26	0.21	0.19	0.26	3.16	no
24	pedestrian level	8-Hour	0.14	0.14	0.18	0.16	0.13	0.18	3.08	no
25	pedestrians	8-Hour	0.17	0.18	0.17	0.20	0.19	0.20	3.10	no
26	pedestrians	8-Hour	0.28	0.37	0.29	0.33	0.34	0.37	3.27	no
27	pedestrians	8-Hour	0.33	0.31	0.32	0.38	0.33	0.38	3.28	no
28	pedestrians	8-Hour	0.33	0.40	0.30	0.34	0.33	0.40	3.30	no
29	pedestrians	8-Hour	0.17	0.16	0.19	0.22	0.22	0.22	3.12	no
30	pedestrians	8-Hour	0.18	0.16	0.16	0.21	0.24	0.24	3.14	no
31	pedestrians	8-Hour	0.09	0.11	0.11	0.10	0.10	0.11	3.01	no
32	pedestrians	8-Hour	0.12	0.10	0.11	0.15	0.13	0.15	3.05	no
33	Site 15	8-Hour	0.09	0.15	0.11	0.12	0.11	0.15	3.05	no
34	Site 15	8-Hour	0.09	0.13	0.10	0.11	0.10	0.13	3.03	no
35	Site 15	8-Hour	0.07	0.13	0.10	0.10	0.09	0.13	3.03	no
36	Site 18	8-Hour	0.08	0.08	0.09	0.09	0.08	0.09	2.99	no
37	Site 18	8-Hour	0.07	0.08	0.08	0.09	0.08	0.09	2.99	no
38	Site 18	8-Hour	0.07	0.08	0.07	0.08	0.07	0.08	2.98	no
39	Site 17	8-Hour	0.10	0.10	0.11	0.10	0.11	0.11	3.01	no
40	Site 17	8-Hour	0.10	0.09	0.11	0.09	0.11	0.11	3.01	no
41	Site 17	8-Hour	0.09	0.09	0.11	0.10	0.11	0.11	3.01	no
42	Existing Residence	8-Hour	0.12	0.14	0.18	0.13	0.20	0.20	3.10	no
43	Existing Residence	8-Hour	0.13	0.14	0.18	0.14	0.21	0.21	3.11	no
44	Existing Residence	8-Hour	0.15	0.14	0.17	0.16	0.20	0.20	3.10	no
45	Existing Residence	8-Hour	0.16	0.14	0.17	0.17	0.16	0.17	3.07	no
46	Existing Residence	8-Hour	0.16	0.20	0.19	0.16	0.19	0.20	3.10	no
47	Existing Residence	8-Hour	0.18	0.24	0.25	0.21	0.29	0.29	3.19	no
48	Existing Residence	8-Hour	0.17	0.23	0.24	0.18	0.25	0.25	3.15	no
49	Existing Residence	8-Hour	0.16	0.19	0.20	0.14	0.19	0.20	3.10	no
50	Existing Residence	8-Hour	0.14	0.15	0.16	0.11	0.17	0.17	3.07	no
51	Existing Residence	8-Hour	0.16	0.20	0.23	0.20	0.27	0.27	3.17	no
Maximum Results								1.15	4.05	no

Table T2-26

Vent Buildings: PM10 Emissions
W/Proposed Action 2025

Section	Hudson & 39th		11th Ave & 39th			Route 9A & 38th	
	Hudson & 39th Stack 1 of 2	Hudson & 39th Stack 2 of 2	11th Ave & 39th Stack 1 of 3	11th Ave & 39th Stack 2 of 3	11th Ave & 39th Stack 3 of 3	Route 9A & 38th Stack 1 of 2	Route 9A & 38th Stack 2 of 2
Zone	N-3	C-3	N-4	C-4	C-5	S-3	S-4
Start Time	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
0:00	0.0320	0.0159	0.0072	0.0072	0.0079	0.0130	0.0078
1:00	0.0081	0.0111	0.0015	0.0050	0.0055	0.0082	0.0049
2:00	0.0055	0.0073	0.0010	0.0033	0.0036	0.0062	0.0037
3:00	0.0048	0.0069	0.0009	0.0031	0.0034	0.0067	0.0040
4:00	0.0061	0.0111	0.0011	0.0050	0.0055	0.0097	0.0058
5:00	0.0092	0.0079	0.0016	0.0036	0.0039	0.0217	0.0134
6:00	0.0534	0.0436	0.0132	0.0289	0.0285	0.0516	0.0308
7:00	0.0593	0.0467	0.0152	0.0305	0.0300	0.0510	0.0304
8:00	0.0563	0.0459	0.0139	0.0306	0.0302	0.0555	0.0333
9:00	0.0471	0.0435	0.0112	0.0290	0.0287	0.0527	0.0315
10:00	0.0710	0.0333	0.0195	0.0230	0.0230	0.0467	0.0278
11:00	0.0792	0.0251	0.0242	0.0177	0.0179	0.0440	0.0261
12:00	0.0415	0.0229	0.0100	0.0104	0.0114	0.0320	0.0190
13:00	0.0636	0.0241	0.0172	0.0109	0.0120	0.0318	0.0189
14:00	0.0583	0.0268	0.0150	0.0122	0.0133	0.0307	0.0182
15:00	0.0409	0.0217	0.0096	0.0098	0.0108	0.0319	0.0189
16:00	0.0456	0.0473	0.0109	0.0211	0.0153	0.0657	0.0398
17:00	0.0389	0.0403	0.0089	0.0180	0.0125	0.0543	0.0325
18:00	0.0248	0.0392	0.0055	0.0175	0.0118	0.0659	0.0401
19:00	0.0589	0.0210	0.0150	0.0095	0.0104	0.0396	0.0235
20:00	0.0541	0.0275	0.0134	0.0124	0.0137	0.0314	0.0186
21:00	0.0630	0.0135	0.0165	0.0061	0.0067	0.0226	0.0140
22:00	0.0619	0.0177	0.0162	0.0080	0.0088	0.0303	0.0180
23:00	0.0549	0.0122	0.0137	0.0055	0.0060	0.0297	0.0176

Table T2-27

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2025 Build, Proposed Action
Pollutant: PM10
24-hr Background (µg/m^3): 43

Receptor #	Description	Analysis Period	2025 Build 24 Hour Year : 1998 µg/m^3	2025 Build 24 Hour Year : 1999 µg/m^3	2025 Build 24 Hour Year : 2000 µg/m^3	2025 Build 24 Hour Year : 2001 µg/m^3	2025 Build 24 Hour Year : 2002 µg/m^3	2025 Build 24 Hour Maximum µg/m^3	2025 Build Total 24-hour Level µg/m^3	2025 Build NAAQS 24 Hour 150 µg/m^3
1	pedestrian level	24-Hour	0.72	0.90	0.58	0.89	0.84	0.90	43.90	no
2	JJCC roof	24-Hour	2.08	2.01	2.68	2.01	1.72	2.68	45.68	no
3	JJCC roof	24-Hour	1.63	1.38	1.68	1.63	1.31	1.68	44.68	no
4	JJCC roof	24-Hour	4.96	6.12	5.08	4.90	4.70	6.12	49.12	no
5	JJCC roof	24-Hour	2.85	3.02	2.89	3.06	2.92	3.06	46.06	no
6	JJCC roof	24-Hour	7.07	8.42	7.69	7.05	5.46	8.42	51.42	no
7	Proposed Hotel	24-Hour	1.34	0.95	0.84	1.00	1.18	1.34	44.34	no
8	Proposed Hotel	24-Hour	1.36	1.03	0.86	1.05	1.30	1.36	44.36	no
9	Proposed Hotel	24-Hour	1.25	1.05	0.83	0.93	1.24	1.25	44.25	no
10	Proposed Hotel	24-Hour	1.32	0.97	0.78	0.90	1.08	1.32	44.32	no
11	pedestrian level	24-Hour	1.08	0.82	0.88	0.96	0.93	1.08	44.08	no
12	pedestrian level	24-Hour	0.68	0.90	0.58	0.95	0.73	0.95	43.95	no
13	pedestrian level	24-Hour	0.76	0.88	0.74	0.96	0.75	0.96	43.96	no
14	pedestrian level	24-Hour	0.67	0.81	0.60	0.81	0.69	0.81	43.81	no
15	pedestrian level	24-Hour	0.92	1.16	1.03	0.96	0.78	1.16	44.16	no
16	Site 14	24-Hour	0.95	0.77	0.71	0.73	1.04	1.04	44.04	no
17	Site 12	24-Hour	10.01	8.73	9.72	12.74	10.27	12.74	55.74	no
18	Site 12	24-Hour	7.19	5.59	5.76	10.25	7.60	10.25	53.25	no
19	Site 12	24-Hour	4.33	4.11	3.77	7.31	4.16	7.31	50.31	no
20	2025 development	24-Hour	2.16	2.06	2.03	2.61	2.00	2.61	45.61	no
21	2025 development	24-Hour	2.22	1.85	2.15	2.05	1.60	2.22	45.22	no
22	2025 development	24-Hour	1.72	1.28	1.75	1.39	1.22	1.75	44.75	no
23	pedestrian level	24-Hour	0.84	1.00	0.80	0.99	0.90	1.00	44.00	no
24	pedestrian level	24-Hour	0.89	0.92	0.92	0.85	0.91	0.92	43.92	no
25	pedestrians	24-Hour	0.36	0.35	0.40	0.41	0.41	0.41	43.41	no
26	pedestrians	24-Hour	0.27	0.26	0.24	0.31	0.27	0.31	43.31	no
27	pedestrians	24-Hour	0.36	0.36	0.24	0.23	0.27	0.36	43.36	no
28	pedestrians	24-Hour	0.46	0.42	0.41	0.35	0.29	0.46	43.46	no
29	pedestrians	24-Hour	0.47	0.51	0.51	0.44	0.42	0.51	43.51	no
30	pedestrians	24-Hour	0.28	0.22	0.33	0.27	0.31	0.33	43.33	no
31	pedestrians	24-Hour	0.59	0.55	0.50	0.56	0.58	0.59	43.59	no
32	pedestrians	24-Hour	0.44	0.47	0.44	0.62	0.53	0.62	43.62	no
33	Site 15	24-Hour	1.01	1.27	0.99	1.05	1.12	1.27	44.27	no
34	Site 15	24-Hour	0.95	1.02	0.80	0.99	0.92	1.02	44.02	no
35	Site 15	24-Hour	0.88	1.03	0.86	0.82	0.89	1.03	44.03	no
36	Site 18	24-Hour	0.88	0.64	0.62	0.73	0.67	0.88	43.88	no
37	Site 18	24-Hour	0.87	0.65	0.65	0.80	0.72	0.87	43.87	no
38	Site 18	24-Hour	0.84	0.65	0.67	0.85	0.75	0.85	43.85	no
39	Site 17	24-Hour	0.77	0.72	0.62	0.79	0.80	0.80	43.80	no
40	Site 17	24-Hour	0.83	0.79	0.73	0.83	0.82	0.83	43.83	no
41	Site 17	24-Hour	0.88	0.87	0.85	0.84	0.89	0.89	43.89	no
42	Existing Residence	24-Hour	1.17	1.00	0.92	1.03	1.23	1.23	44.23	no
43	Existing Residence	24-Hour	1.29	1.30	1.25	1.21	1.42	1.42	44.42	no
44	Existing Residence	24-Hour	1.55	1.67	1.65	1.50	1.56	1.67	44.67	no
45	Existing Residence	24-Hour	1.82	2.07	1.97	1.75	1.85	2.07	45.07	no
46	Existing Residence	24-Hour	1.28	1.04	1.04	1.26	1.12	1.28	44.28	no
47	Existing Residence	24-Hour	1.55	1.59	1.36	1.84	1.84	1.84	44.84	no
48	Existing Residence	24-Hour	1.54	1.79	1.44	1.73	2.15	2.15	45.15	no
49	Existing Residence	24-Hour	1.46	1.88	1.64	1.51	2.17	2.17	45.17	no
50	Existing Residence	24-Hour	1.36	1.83	1.74	1.41	1.96	1.96	44.96	no
51	Existing Residence	24-Hour	1.39	1.20	1.16	1.65	1.31	1.65	44.65	no
Maximum Results								12.74	55.74	no

Table T2-28

Seven Line Extension - Air Quality Stationary Results
Site FV: Ventilation Buildings Direct Impact
Scenario: 2025 Build, Proposed Action
Pollutant: PM10
Annual Background ($\mu g/m^3$): 21

Receptor #	Description	Analysis Period	2025 Build Annual Year : 1998 $\mu g/m^3$	2025 Build Annual Year : 1999 $\mu g/m^3$	2025 Build Annual Year : 2000 $\mu g/m^3$	2025 Build Annual Year : 2001 $\mu g/m^3$	2025 Build Annual Year : 2002 $\mu g/m^3$	2025 Build Annual Maximum $\mu g/m^3$	2025 Build Total Annual Level $\mu g/m^3$	2025 Build NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.12	0.11	0.12	0.13	0.12	0.13	21.13	no
2	JJCC roof	Annual	0.41	0.39	0.35	0.40	0.36	0.41	21.41	no
3	JJCC roof	Annual	0.31	0.28	0.28	0.31	0.27	0.31	21.31	no
4	JJCC roof	Annual	0.98	0.95	1.10	1.02	0.88	1.10	22.10	no
5	JJCC roof	Annual	0.88	0.80	0.75	0.83	0.81	0.88	21.88	no
6	JJCC roof	Annual	1.56	1.63	1.44	1.31	1.10	1.63	22.63	no
7	Proposed Hotel	Annual	0.17	0.17	0.17	0.20	0.21	0.21	21.21	no
8	Proposed Hotel	Annual	0.17	0.17	0.17	0.20	0.21	0.21	21.21	no
9	Proposed Hotel	Annual	0.16	0.17	0.17	0.20	0.20	0.20	21.20	no
10	Proposed Hotel	Annual	0.15	0.16	0.16	0.19	0.19	0.19	21.19	no
11	pedestrian level	Annual	0.19	0.18	0.18	0.21	0.22	0.22	21.22	no
12	pedestrian level	Annual	0.14	0.11	0.12	0.14	0.13	0.14	21.14	no
13	pedestrian level	Annual	0.16	0.13	0.14	0.16	0.14	0.16	21.16	no
14	pedestrian level	Annual	0.12	0.11	0.11	0.12	0.12	0.12	21.12	no
15	pedestrian level	Annual	0.24	0.21	0.19	0.21	0.18	0.24	21.24	no
16	Site 14	Annual	0.09	0.10	0.11	0.11	0.11	0.11	21.11	no
17	Site 12	Annual	1.65	1.32	1.38	1.66	1.44	1.66	22.66	no
18	Site 12	Annual	1.21	1.04	0.99	1.27	1.02	1.27	22.27	no
19	Site 12	Annual	0.63	0.59	0.57	0.71	0.63	0.71	21.71	no
20	2025 development	Annual	0.41	0.39	0.40	0.39	0.37	0.41	21.41	no
21	2025 development	Annual	0.37	0.35	0.35	0.34	0.32	0.37	21.37	no
22	2025 development	Annual	0.31	0.29	0.28	0.28	0.26	0.31	21.31	no
23	pedestrian level	Annual	0.15	0.13	0.13	0.15	0.14	0.15	21.15	no
24	pedestrian level	Annual	0.20	0.18	0.18	0.19	0.18	0.20	21.20	no
25	pedestrians	Annual	0.06	0.06	0.05	0.06	0.07	0.07	21.07	no
26	pedestrians	Annual	0.04	0.04	0.03	0.04	0.04	0.04	21.04	no
27	pedestrians	Annual	0.02	0.02	0.02	0.02	0.02	0.02	21.02	no
28	pedestrians	Annual	0.03	0.03	0.03	0.03	0.03	0.03	21.03	no
29	pedestrians	Annual	0.06	0.06	0.06	0.06	0.06	0.06	21.06	no
30	pedestrians	Annual	0.02	0.02	0.02	0.02	0.02	0.02	21.02	no
31	pedestrians	Annual	0.09	0.09	0.09	0.10	0.11	0.11	21.11	no
32	pedestrians	Annual	0.06	0.06	0.06	0.06	0.06	0.06	21.06	no
33	Site 15	Annual	0.15	0.16	0.16	0.19	0.20	0.20	21.20	no
34	Site 15	Annual	0.14	0.14	0.15	0.17	0.18	0.18	21.18	no
35	Site 15	Annual	0.13	0.13	0.13	0.16	0.16	0.16	21.16	no
36	Site 18	Annual	0.10	0.10	0.11	0.13	0.13	0.13	21.13	no
37	Site 18	Annual	0.11	0.11	0.11	0.13	0.13	0.13	21.13	no
38	Site 18	Annual	0.11	0.11	0.11	0.14	0.13	0.14	21.14	no
39	Site 17	Annual	0.14	0.13	0.12	0.16	0.16	0.16	21.16	no
40	Site 17	Annual	0.14	0.13	0.13	0.16	0.17	0.17	21.17	no
41	Site 17	Annual	0.14	0.13	0.13	0.16	0.17	0.17	21.17	no
42	Existing Residence	Annual	0.19	0.18	0.18	0.22	0.22	0.22	21.22	no
43	Existing Residence	Annual	0.21	0.20	0.19	0.25	0.25	0.25	21.25	no
44	Existing Residence	Annual	0.22	0.22	0.20	0.27	0.27	0.27	21.27	no
45	Existing Residence	Annual	0.23	0.23	0.21	0.28	0.28	0.28	21.28	no
46	Existing Residence	Annual	0.18	0.17	0.17	0.21	0.21	0.21	21.21	no
47	Existing Residence	Annual	0.24	0.23	0.21	0.28	0.28	0.28	21.28	no
48	Existing Residence	Annual	0.24	0.23	0.22	0.28	0.28	0.28	21.28	no
49	Existing Residence	Annual	0.23	0.22	0.21	0.27	0.27	0.27	21.27	no
50	Existing Residence	Annual	0.20	0.20	0.19	0.25	0.25	0.25	21.25	no
51	Existing Residence	Annual	0.22	0.21	0.19	0.25	0.26	0.26	21.26	no
Maximum Results								1.66	22.66	no

Table T2-29

Seven Line Extension - Air Quality Stationary Results
Site VW: Ventilation Buildings Wake Effects
Scenario: 2025 Build, Proposed Action
Pollutant: PM10
24-hr Background (µg/m^3): 43

Receptor #	Description	Analysis Period	2025 Build 24 Hour Year : 1998 µg/m^3	2025 Build 24 Hour Year : 1999 µg/m^3	2025 Build 24 Hour Year : 2000 µg/m^3	2025 Build 24 Hour Year : 2001 µg/m^3	2025 Build 24 Hour Year : 2002 µg/m^3	2025 Build 24 Hour Maximum µg/m^3	2025 Build Total 24-hour Level µg/m^3	2025 Build NAAQS 24 Hour 150 µg/m^3
1	pedestrian level	24-Hour	1.48	1.66	1.60	1.77	2.08	2.08	45.08	no
2	JJCC roof	24-Hour	1.71	1.50	2.29	1.75	1.44	2.29	45.29	no
3	JJCC roof	24-Hour	2.50	2.00	2.27	2.44	1.88	2.50	45.50	no
4	JJCC roof	24-Hour	2.46	1.95	1.85	2.77	2.19	2.77	45.77	no
5	JJCC roof	24-Hour	1.84	1.90	1.94	1.93	1.88	1.94	44.94	no
6	JJCC roof	24-Hour	2.22	1.92	2.04	2.54	1.81	2.54	45.54	no
7	Proposed Hotel	24-Hour	1.31	0.98	0.85	1.01	1.27	1.31	44.31	no
8	Proposed Hotel	24-Hour	1.31	0.87	0.79	0.95	1.29	1.31	44.31	no
9	Proposed Hotel	24-Hour	1.19	0.77	0.73	0.77	1.16	1.19	44.19	no
10	Proposed Hotel	24-Hour	1.12	0.69	0.63	0.67	0.94	1.12	44.12	no
11	pedestrian level	24-Hour	1.05	0.91	0.87	0.87	0.88	1.05	44.05	no
12	pedestrian level	24-Hour	1.71	1.81	1.80	1.74	1.98	1.98	44.98	no
13	pedestrian level	24-Hour	1.23	1.46	1.45	1.62	1.59	1.62	44.62	no
14	pedestrian level	24-Hour	2.20	2.51	2.23	2.34	3.30	3.30	46.30	no
15	pedestrian level	24-Hour	1.18	1.31	1.32	1.18	0.99	1.32	44.32	no
16	Site 14	24-Hour	0.82	0.72	0.80	0.89	0.93	0.93	43.93	no
17	Site 12	24-Hour	6.98	6.46	7.96	8.31	7.91	8.31	51.31	no
18	Site 12	24-Hour	6.83	6.82	7.31	8.13	7.06	8.13	51.13	no
19	Site 12	24-Hour	4.67	5.10	5.89	6.06	4.20	6.06	49.06	no
20	2025 development	24-Hour	1.61	1.62	1.58	2.02	1.78	2.02	45.02	no
21	2025 development	24-Hour	1.67	1.42	1.68	1.63	1.31	1.68	44.68	no
22	2025 development	24-Hour	1.23	1.18	1.30	1.47	1.07	1.47	44.47	no
23	pedestrian level	24-Hour	1.48	1.79	1.75	1.68	1.78	1.79	44.79	no
24	pedestrian level	24-Hour	1.15	1.03	1.30	1.21	1.00	1.30	44.30	no
25	pedestrians	24-Hour	1.15	1.32	1.17	1.58	1.58	1.58	44.58	no
26	pedestrians	24-Hour	1.81	2.00	1.88	2.15	2.01	2.15	45.15	no
27	pedestrians	24-Hour	2.41	2.38	2.14	2.58	2.20	2.58	45.58	no
28	pedestrians	24-Hour	2.16	2.54	2.28	2.36	2.66	2.66	45.66	no
29	pedestrians	24-Hour	1.20	1.16	1.36	1.45	1.27	1.45	44.45	no
30	pedestrians	24-Hour	1.00	1.08	1.11	1.43	1.46	1.46	44.46	no
31	pedestrians	24-Hour	0.74	0.69	0.64	0.74	0.71	0.74	43.74	no
32	pedestrians	24-Hour	0.60	0.66	0.81	0.95	0.81	0.95	43.95	no
33	Site 15	24-Hour	0.97	1.31	1.02	0.89	1.01	1.31	44.31	no
34	Site 15	24-Hour	0.94	1.17	0.92	0.81	0.91	1.17	44.17	no
35	Site 15	24-Hour	0.84	1.03	0.81	0.70	0.80	1.03	44.03	no
36	Site 18	24-Hour	0.87	0.71	0.61	0.73	0.83	0.87	43.87	no
37	Site 18	24-Hour	0.86	0.71	0.60	0.73	0.80	0.86	43.86	no
38	Site 18	24-Hour	0.83	0.72	0.59	0.71	0.76	0.83	43.83	no
39	Site 17	24-Hour	0.83	0.94	0.77	0.78	0.89	0.94	43.94	no
40	Site 17	24-Hour	0.87	0.93	0.81	0.80	0.89	0.93	43.93	no
41	Site 17	24-Hour	0.90	0.93	0.83	0.79	0.96	0.96	43.96	no
42	Existing Residence	24-Hour	1.22	1.11	1.11	1.05	1.54	1.54	44.54	no
43	Existing Residence	24-Hour	1.29	1.25	1.29	1.18	1.59	1.59	44.59	no
44	Existing Residence	24-Hour	1.33	1.41	1.39	1.25	1.46	1.46	44.46	no
45	Existing Residence	24-Hour	1.31	1.52	1.35	1.22	1.51	1.52	44.52	no
46	Existing Residence	24-Hour	1.41	1.58	1.67	1.36	1.51	1.67	44.67	no
47	Existing Residence	24-Hour	1.60	2.20	1.96	1.63	2.02	2.20	45.20	no
48	Existing Residence	24-Hour	1.50	2.05	1.94	1.48	1.75	2.05	45.05	no
49	Existing Residence	24-Hour	1.37	1.80	1.75	1.28	1.51	1.80	44.80	no
50	Existing Residence	24-Hour	1.22	1.51	1.51	1.07	1.28	1.51	44.51	no
51	Existing Residence	24-Hour	1.61	2.00	1.77	1.62	1.81	2.00	45.00	no
Maximum Results								8.31	51.31	no

Table T2-30

Seven Line Extension - Air Quality Stationary Results
Site FV: Ventilation Buildings Wake Effects
Scenario: 2025 Build, Proposed Action
Pollutant: PM10
Annual Background ($\mu g/m^3$): 21

Receptor #	Description	Analysis Period	2025 Build Annual Year : 1998 $\mu g/m^3$	2025 Build Annual Year : 1999 $\mu g/m^3$	2025 Build Annual Year : 2000 $\mu g/m^3$	2025 Build Annual Year : 2001 $\mu g/m^3$	2025 Build Annual Year : 2002 $\mu g/m^3$	2025 Build Annual Maximum $\mu g/m^3$	2025 Build Total Annual Level $\mu g/m^3$	2025 Build NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.28	0.28	0.29	0.31	0.31	0.31	21.31	no
2	JJCC roof	Annual	0.49	0.46	0.45	0.50	0.46	0.50	21.50	no
3	JJCC roof	Annual	0.72	0.68	0.67	0.76	0.75	0.76	21.76	no
4	JJCC roof	Annual	0.59	0.55	0.60	0.64	0.57	0.64	21.64	no
5	JJCC roof	Annual	0.55	0.48	0.47	0.53	0.50	0.55	21.55	no
6	JJCC roof	Annual	0.61	0.59	0.55	0.58	0.50	0.61	21.61	no
7	Proposed Hotel	Annual	0.16	0.16	0.16	0.19	0.20	0.20	21.20	no
8	Proposed Hotel	Annual	0.15	0.15	0.16	0.18	0.19	0.19	21.19	no
9	Proposed Hotel	Annual	0.14	0.14	0.15	0.17	0.17	0.17	21.17	no
10	Proposed Hotel	Annual	0.13	0.13	0.13	0.16	0.16	0.16	21.16	no
11	pedestrian level	Annual	0.18	0.18	0.18	0.22	0.22	0.22	21.22	no
12	pedestrian level	Annual	0.52	0.51	0.48	0.49	0.49	0.52	21.52	no
13	pedestrian level	Annual	0.36	0.35	0.34	0.34	0.34	0.36	21.36	no
14	pedestrian level	Annual	0.62	0.62	0.62	0.66	0.68	0.68	21.68	no
15	pedestrian level	Annual	0.32	0.28	0.26	0.29	0.24	0.32	21.32	no
16	Site 14	Annual	0.09	0.10	0.10	0.11	0.10	0.11	21.11	no
17	Site 12	Annual	1.29	1.06	1.14	1.28	1.16	1.29	22.29	no
18	Site 12	Annual	1.48	1.25	1.22	1.47	1.23	1.48	22.48	no
19	Site 12	Annual	0.92	0.87	0.83	0.99	0.89	0.99	21.99	no
20	2025 development	Annual	0.38	0.37	0.37	0.38	0.35	0.38	21.38	no
21	2025 development	Annual	0.35	0.34	0.33	0.33	0.31	0.35	21.35	no
22	2025 development	Annual	0.28	0.27	0.26	0.27	0.24	0.28	21.28	no
23	pedestrian level	Annual	0.39	0.36	0.35	0.39	0.37	0.39	21.39	no
24	pedestrian level	Annual	0.26	0.23	0.23	0.25	0.22	0.26	21.26	no
25	pedestrians	Annual	0.25	0.26	0.27	0.27	0.29	0.29	21.29	no
26	pedestrians	Annual	0.51	0.46	0.45	0.49	0.46	0.51	21.51	no
27	pedestrians	Annual	0.55	0.52	0.51	0.54	0.52	0.55	21.55	no
28	pedestrians	Annual	0.61	0.59	0.60	0.63	0.62	0.63	21.63	no
29	pedestrians	Annual	0.21	0.22	0.21	0.24	0.25	0.25	21.25	no
30	pedestrians	Annual	0.17	0.19	0.18	0.17	0.18	0.19	21.19	no
31	pedestrians	Annual	0.16	0.16	0.16	0.17	0.18	0.18	21.18	no
32	pedestrians	Annual	0.17	0.17	0.17	0.18	0.18	0.18	21.18	no
33	Site 15	Annual	0.14	0.15	0.15	0.18	0.18	0.18	21.18	no
34	Site 15	Annual	0.14	0.14	0.15	0.17	0.18	0.18	21.18	no
35	Site 15	Annual	0.11	0.12	0.12	0.14	0.15	0.15	21.15	no
36	Site 18	Annual	0.11	0.11	0.11	0.14	0.13	0.14	21.14	no
37	Site 18	Annual	0.11	0.11	0.11	0.13	0.13	0.13	21.13	no
38	Site 18	Annual	0.10	0.10	0.10	0.13	0.13	0.13	21.13	no
39	Site 17	Annual	0.15	0.14	0.13	0.17	0.18	0.18	21.18	no
40	Site 17	Annual	0.14	0.14	0.13	0.17	0.17	0.17	21.17	no
41	Site 17	Annual	0.14	0.13	0.12	0.16	0.16	0.16	21.16	no
42	Existing Residence	Annual	0.19	0.19	0.18	0.23	0.23	0.23	21.23	no
43	Existing Residence	Annual	0.19	0.19	0.18	0.23	0.23	0.23	21.23	no
44	Existing Residence	Annual	0.19	0.19	0.17	0.23	0.23	0.23	21.23	no
45	Existing Residence	Annual	0.18	0.18	0.17	0.22	0.22	0.22	21.22	no
46	Existing Residence	Annual	0.21	0.20	0.20	0.25	0.25	0.25	21.25	no
47	Existing Residence	Annual	0.25	0.24	0.23	0.29	0.29	0.29	21.29	no
48	Existing Residence	Annual	0.22	0.21	0.21	0.26	0.26	0.26	21.26	no
49	Existing Residence	Annual	0.19	0.18	0.18	0.22	0.23	0.23	21.23	no
50	Existing Residence	Annual	0.16	0.16	0.15	0.19	0.19	0.19	21.19	no
51	Existing Residence	Annual	0.25	0.24	0.23	0.30	0.30	0.30	21.30	no
Maximum Results								1.48	22.48	no

Table T2-31

Vent Buildings: PM 2.5 Emissions
W/Proposed Action 2025

Section	Hudson & 39th		11th Ave & 39th			Route 9A & 38th	
	Hudson & 39th Stack 1 of 2	Hudson & 39th Stack 2 of 2	11th Ave & 39th Stack 1 of 3	11th Ave & 39th Stack 2 of 3	11th Ave & 39th Stack 3 of 3	Route 9A & 38th Stack 1 of 2	Route 9A & 38th Stack 2 of 2
Zone	N-3	C-3	N-4	C-4	C-5	S-3	S-4
Start Time	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
0:00	0.00547	0.00188	0.00123	0.00085	0.00094	0.00152	0.00092
1:00	0.00139	0.00131	0.00025	0.00059	0.00065	0.00096	0.00057
2:00	0.00094	0.00086	0.00018	0.00039	0.00043	0.00073	0.00043
3:00	0.00082	0.00082	0.00016	0.00037	0.00041	0.00079	0.00047
4:00	0.00104	0.00132	0.00019	0.00060	0.00065	0.00114	0.00068
5:00	0.00158	0.00093	0.00028	0.00042	0.00046	0.00255	0.00157
6:00	0.00914	0.00516	0.00226	0.00342	0.00337	0.00604	0.00361
7:00	0.01016	0.00553	0.00260	0.00361	0.00355	0.00598	0.00356
8:00	0.01096	0.00695	0.00270	0.00463	0.00457	0.00578	0.00347
9:00	0.00863	0.00587	0.00205	0.00392	0.00387	0.00583	0.00348
10:00	0.01299	0.00450	0.00357	0.00310	0.00310	0.00516	0.00307
11:00	0.01261	0.00297	0.00386	0.00209	0.00211	0.00488	0.00290
12:00	0.00554	0.00231	0.00133	0.00105	0.00115	0.00376	0.00223
13:00	0.00932	0.00263	0.00252	0.00119	0.00131	0.00364	0.00216
14:00	0.00917	0.00275	0.00236	0.00125	0.00137	0.00383	0.00227
15:00	0.00643	0.00223	0.00151	0.00101	0.00111	0.00397	0.00235
16:00	0.00717	0.00485	0.00172	0.00217	0.00157	0.00819	0.00497
17:00	0.00698	0.00420	0.00160	0.00188	0.00131	0.00717	0.00428
18:00	0.00438	0.00432	0.00097	0.00193	0.00130	0.00813	0.00494
19:00	0.01042	0.00231	0.00265	0.00105	0.00115	0.00494	0.00293
20:00	0.00943	0.00320	0.00234	0.00145	0.00159	0.00360	0.00213
21:00	0.01078	0.00160	0.00283	0.00072	0.00079	0.00265	0.00164
22:00	0.01061	0.00210	0.00277	0.00095	0.00104	0.00355	0.00210
23:00	0.00940	0.00144	0.00234	0.00065	0.00072	0.00348	0.00206

Table T2-32

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2025 Build, Proposed Action
Pollutant: PM25
24-hr Background ($\mu g/m^3$):

Receptor #	Description	Analysis Period	2025 Build 24 Hour Year : 1998 $\mu g/m^3$	2025 Build 24 Hour Year : 1999 $\mu g/m^3$	2025 Build 24 Hour Year : 2000 $\mu g/m^3$	2025 Build 24 Hour Year : 2001 $\mu g/m^3$	2025 Build 24 Hour Year : 2002 $\mu g/m^3$	2025 Build 24 Hour Maximum $\mu g/m^3$	2025 Build Total 24-hour Level $\mu g/m^3$	2025 Build NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	0.10	0.12	0.08	0.12	0.11	0.12	0.12	no
2	JJCC roof	24-Hour	0.30	0.27	0.38	0.30	0.25	0.38	0.38	no
3	JJCC roof	24-Hour	0.24	0.21	0.25	0.24	0.19	0.25	0.25	no
4	JJCC roof	24-Hour	0.72	0.88	0.71	0.73	0.66	0.88	0.88	no
5	JJCC roof	24-Hour	0.41	0.36	0.39	0.40	0.36	0.41	0.41	no
6	JJCC roof	24-Hour	0.85	1.11	1.03	0.86	0.72	1.11	1.11	no
7	Proposed Hotel	24-Hour	0.18	0.13	0.12	0.13	0.16	0.18	0.18	no
8	Proposed Hotel	24-Hour	0.19	0.14	0.12	0.14	0.18	0.19	0.19	no
9	Proposed Hotel	24-Hour	0.18	0.15	0.12	0.13	0.17	0.18	0.18	no
10	Proposed Hotel	24-Hour	0.16	0.14	0.10	0.12	0.15	0.16	0.16	no
11	pedestrian level	24-Hour	0.14	0.12	0.12	0.13	0.13	0.14	0.14	no
12	pedestrian level	24-Hour	0.09	0.12	0.08	0.13	0.10	0.13	0.13	no
13	pedestrian level	24-Hour	0.10	0.12	0.10	0.13	0.10	0.13	0.13	no
14	pedestrian level	24-Hour	0.09	0.11	0.08	0.11	0.09	0.11	0.11	no
15	pedestrian level	24-Hour	0.12	0.15	0.13	0.13	0.10	0.15	0.15	no
16	Site 14	24-Hour	0.12	0.10	0.09	0.09	0.14	0.14	0.14	no
17	pedestrian level	24-Hour	0.12	0.14	0.11	0.14	0.12	0.14	0.14	no
18	pedestrian level	24-Hour	0.12	0.12	0.12	0.11	0.13	0.13	0.13	no
19	pedestrians	24-Hour	0.05	0.04	0.05	0.05	0.06	0.06	0.06	no
20	pedestrians	24-Hour	0.04	0.04	0.04	0.05	0.04	0.05	0.05	no
21	pedestrians	24-Hour	0.04	0.04	0.03	0.03	0.03	0.04	0.04	no
22	pedestrians	24-Hour	0.05	0.05	0.05	0.04	0.04	0.05	0.05	no
23	pedestrians	24-Hour	0.06	0.06	0.07	0.05	0.06	0.07	0.07	no
24	pedestrians	24-Hour	0.04	0.03	0.04	0.04	0.03	0.04	0.04	no
25	pedestrians	24-Hour	0.07	0.07	0.07	0.07	0.08	0.08	0.08	no
26	pedestrians	24-Hour	0.07	0.07	0.06	0.09	0.08	0.09	0.09	no
27	Site 18	24-Hour	0.12	0.08	0.09	0.12	0.09	0.12	0.12	no
28	Site 18	24-Hour	0.12	0.09	0.08	0.12	0.10	0.12	0.12	no
29	Site 18	24-Hour	0.12	0.09	0.08	0.10	0.09	0.12	0.12	no
30	Existing Residence	24-Hour	0.15	0.14	0.14	0.15	0.18	0.18	0.18	no
31	Existing Residence	24-Hour	0.17	0.19	0.19	0.18	0.21	0.21	0.21	no
32	Existing Residence	24-Hour	0.23	0.25	0.25	0.22	0.23	0.25	0.25	no
33	Existing Residence	24-Hour	0.27	0.31	0.30	0.25	0.27	0.31	0.31	no
34	Existing Residence	24-Hour	0.18	0.16	0.15	0.19	0.16	0.19	0.19	no
35	Existing Residence	24-Hour	0.22	0.24	0.20	0.28	0.27	0.28	0.28	no
36	Existing Residence	24-Hour	0.22	0.27	0.21	0.26	0.32	0.32	0.32	no
37	Existing Residence	24-Hour	0.21	0.28	0.24	0.23	0.33	0.33	0.33	no
38	Existing Residence	24-Hour	0.19	0.28	0.25	0.21	0.30	0.30	0.30	no
39	Existing Residence	24-Hour	0.19	0.18	0.17	0.24	0.20	0.24	0.24	no
Maximum Results								1.11	1.11	no

Table T2-33

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2025 Build, Proposed Action
Pollutant: PM25
Annual Background ($\mu g/m^3$): 0

Receptor #	Description	Analysis Period	2025 Build Annual Year : 1998 $\mu g/m^3$	2025 Build Annual Year : 1999 $\mu g/m^3$	2025 Build Annual Year : 2000 $\mu g/m^3$	2025 Build Annual Year : 2001 $\mu g/m^3$	2025 Build Annual Year : 2002 $\mu g/m^3$	2025 Build Annual Maximum $\mu g/m^3$	2025 Build Total Annual Level $\mu g/m^3$	2025 Build NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.0167	0.0148	0.0155	0.0173	0.0168	0.0173	0.0173	no
2	JJCC roof	Annual	0.0568	0.0545	0.0494	0.0570	0.0509	0.0570	0.0570	no
3	JJCC roof	Annual	0.0449	0.0396	0.0394	0.0450	0.0394	0.0450	0.0450	no
4	JJCC roof	Annual	0.1368	0.1343	0.1539	0.1421	0.1202	0.1539	0.1539	no
5	JJCC roof	Annual	0.1218	0.1085	0.1029	0.1139	0.1097	0.1218	0.1218	no
6	JJCC roof	Annual	0.2038	0.2137	0.1862	0.1687	0.1434	0.2137	0.2137	no
7	Proposed Hotel	Annual	0.0224	0.0225	0.0235	0.0272	0.0277	0.0277	0.0277	no
8	Proposed Hotel	Annual	0.0225	0.0229	0.0235	0.0272	0.0276	0.0276	0.0276	no
9	Proposed Hotel	Annual	0.0217	0.0224	0.0227	0.0262	0.0266	0.0266	0.0266	no
10	Proposed Hotel	Annual	0.0207	0.0214	0.0215	0.0249	0.0251	0.0251	0.0251	no
11	pedestrian level	Annual	0.0248	0.0240	0.0244	0.0278	0.0294	0.0294	0.0294	no
12	pedestrian level	Annual	0.0184	0.0154	0.0163	0.0185	0.0171	0.0185	0.0185	no
13	pedestrian level	Annual	0.0215	0.0180	0.0185	0.0209	0.0194	0.0215	0.0215	no
14	pedestrian level	Annual	0.0163	0.0143	0.0153	0.0168	0.0163	0.0168	0.0168	no
15	pedestrian level	Annual	0.0312	0.0281	0.0247	0.0285	0.0246	0.0312	0.0312	no
16	Site 14	Annual	0.0122	0.0132	0.0142	0.0149	0.0143	0.0149	0.0149	no
17	pedestrian level	Annual	0.0209	0.0177	0.0180	0.0210	0.0190	0.0210	0.0210	no
18	pedestrian level	Annual	0.0266	0.0237	0.0233	0.0249	0.0236	0.0266	0.0266	no
19	pedestrians	Annual	0.0076	0.0079	0.0069	0.0076	0.0087	0.0087	0.0087	no
20	pedestrians	Annual	0.0056	0.0055	0.0045	0.0054	0.0050	0.0056	0.0056	no
21	pedestrians	Annual	0.0025	0.0026	0.0021	0.0022	0.0022	0.0026	0.0026	no
22	pedestrians	Annual	0.0041	0.0044	0.0035	0.0036	0.0037	0.0044	0.0044	no
23	pedestrians	Annual	0.0075	0.0078	0.0069	0.0071	0.0075	0.0078	0.0078	no
24	pedestrians	Annual	0.0024	0.0026	0.0025	0.0024	0.0028	0.0028	0.0028	no
25	pedestrians	Annual	0.0119	0.0118	0.0114	0.0134	0.0141	0.0141	0.0141	no
26	pedestrians	Annual	0.0082	0.0084	0.0085	0.0084	0.0095	0.0095	0.0095	no
27	Site 18	Annual	0.0147	0.0148	0.0147	0.0180	0.0179	0.0180	0.0180	no
28	Site 18	Annual	0.0142	0.0144	0.0143	0.0177	0.0173	0.0177	0.0177	no
29	Site 18	Annual	0.0138	0.0140	0.0142	0.0171	0.0170	0.0171	0.0171	no
30	Existing Residence	Annual	0.0254	0.0252	0.0237	0.0305	0.0305	0.0305	0.0305	no
31	Existing Residence	Annual	0.0282	0.0277	0.0255	0.0341	0.0339	0.0341	0.0341	no
32	Existing Residence	Annual	0.0308	0.0300	0.0272	0.0375	0.0370	0.0375	0.0375	no
33	Existing Residence	Annual	0.0326	0.0315	0.0286	0.0399	0.0388	0.0399	0.0399	no
34	Existing Residence	Annual	0.0255	0.0237	0.0233	0.0293	0.0300	0.0300	0.0300	no
35	Existing Residence	Annual	0.0343	0.0316	0.0298	0.0395	0.0396	0.0396	0.0396	no
36	Existing Residence	Annual	0.0339	0.0317	0.0302	0.0399	0.0397	0.0399	0.0399	no
37	Existing Residence	Annual	0.0318	0.0303	0.0291	0.0381	0.0379	0.0381	0.0381	no
38	Existing Residence	Annual	0.0287	0.0280	0.0272	0.0350	0.0349	0.0350	0.0350	no
39	Existing Residence	Annual	0.0311	0.0288	0.0268	0.0356	0.0359	0.0359	0.0359	no
Maximum Results								0.2137	0.2137	no

Table T2-34

Seven Line Extension - Air Quality Stationary Results
Site VW: Ventilation Buildings Wake Effect
Scenario: 2025 Build, Proposed Action
Pollutant: PM25
24-hr Background ($\mu g/m^3$):

Receptor #	Description	Analysis Period	2025 Build 24 Hour Year : 1998 $\mu g/m^3$	2025 Build 24 Hour Year : 1999 $\mu g/m^3$	2025 Build 24 Hour Year : 2000 $\mu g/m^3$	2025 Build 24 Hour Year : 2001 $\mu g/m^3$	2025 Build 24 Hour Year : 2002 $\mu g/m^3$	2025 Build 24 Hour Maximum $\mu g/m^3$	2025 Build Total 24-hour Level $\mu g/m^3$	2025 Build NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	0.1993	0.2212	0.2207	0.2375	0.2764	0.2764	0.2764	no
2	JJCC roof	24-Hour	0.2552	0.2172	0.3370	0.2561	0.2122	0.3370	0.3370	no
3	JJCC roof	24-Hour	0.3507	0.2785	0.3248	0.3414	0.2585	0.3507	0.3507	no
4	JJCC roof	24-Hour	0.3097	0.2638	0.2441	0.3555	0.2971	0.3555	0.3555	no
5	JJCC roof	24-Hour	0.2737	0.2837	0.2897	0.2851	0.2735	0.2897	0.2897	no
6	JJCC roof	24-Hour	0.2804	0.2471	0.2781	0.3262	0.2404	0.3262	0.3262	no
7	Proposed Hotel	24-Hour	0.1812	0.1340	0.1171	0.1339	0.1715	0.1812	0.1812	no
8	Proposed Hotel	24-Hour	0.1839	0.1181	0.1152	0.1253	0.1766	0.1839	0.1839	no
9	Proposed Hotel	24-Hour	0.1680	0.1066	0.1071	0.1025	0.1606	0.1680	0.1680	no
10	Proposed Hotel	24-Hour	0.1401	0.0903	0.0898	0.0829	0.1318	0.1401	0.1401	no
11	pedestrian level	24-Hour	0.1328	0.1222	0.1102	0.1120	0.1229	0.1328	0.1328	no
12	pedestrian level	24-Hour	0.2317	0.2374	0.2387	0.2347	0.2773	0.2773	0.2773	no
13	pedestrian level	24-Hour	0.1770	0.1855	0.1997	0.2127	0.2231	0.2231	0.2231	no
14	pedestrian level	24-Hour	0.2889	0.3472	0.3121	0.3219	0.4545	0.4545	0.4545	no
15	pedestrian level	24-Hour	0.1572	0.1678	0.1711	0.1624	0.1331	0.1711	0.1711	no
16	Site 14	24-Hour	0.1063	0.1016	0.1060	0.1127	0.1192	0.1192	0.1192	no
17	Site 12	24-Hour	0.9457	0.8812	1.0233	1.1239	1.0683	1.1239	1.1239	no
18	Site 12	24-Hour	0.8912	0.8735	0.9691	1.1293	0.9537	1.1293	1.1293	no
19	Site 12	24-Hour	0.6359	0.6750	0.7923	0.8277	0.5356	0.8277	0.8277	no
20	2025 development	24-Hour	0.2111	0.2135	0.2101	0.2735	0.2397	0.2735	0.2735	no
21	2025 development	24-Hour	0.2221	0.1950	0.2198	0.2165	0.1792	0.2221	0.2221	no
22	2025 development	24-Hour	0.1647	0.1601	0.1709	0.1923	0.1423	0.1923	0.1923	no
23	pedestrian level	24-Hour	0.1980	0.2483	0.2393	0.2148	0.2504	0.2504	0.2504	no
24	pedestrian level	24-Hour	0.1474	0.1346	0.1698	0.1658	0.1351	0.1698	0.1698	no
25	pedestrians	24-Hour	0.1760	0.2035	0.1702	0.2364	0.2399	0.2399	0.2399	no
26	pedestrians	24-Hour	0.2730	0.3037	0.2819	0.3307	0.2950	0.3307	0.3307	no
27	pedestrians	24-Hour	0.3404	0.3398	0.3106	0.3853	0.3306	0.3853	0.3853	no
28	pedestrians	24-Hour	0.3209	0.3824	0.3390	0.3648	0.4026	0.4026	0.4026	no
29	pedestrians	24-Hour	0.1883	0.1808	0.2119	0.2291	0.1993	0.2291	0.2291	no
30	pedestrians	24-Hour	0.1407	0.1498	0.1452	0.1910	0.2165	0.2165	0.2165	no
31	pedestrians	24-Hour	0.1030	0.0932	0.0952	0.1116	0.0997	0.1116	0.1116	no
32	pedestrians	24-Hour	0.0840	0.0928	0.1139	0.1401	0.1216	0.1401	0.1401	no
33	Site 15	24-Hour	0.1276	0.1779	0.1334	0.1211	0.1341	0.1779	0.1779	no
34	Site 15	24-Hour	0.1236	0.1584	0.1183	0.1101	0.1197	0.1584	0.1584	no
35	Site 15	24-Hour	0.1116	0.1385	0.1068	0.0968	0.1036	0.1385	0.1385	no
36	Site 18	24-Hour	0.1181	0.0954	0.0785	0.1064	0.1123	0.1181	0.1181	no
37	Site 18	24-Hour	0.1178	0.0897	0.0775	0.1061	0.1081	0.1178	0.1178	no
38	Site 18	24-Hour	0.1128	0.0892	0.0784	0.1045	0.0971	0.1128	0.1128	no
39	Site 17	24-Hour	0.1089	0.1275	0.1118	0.1086	0.1252	0.1275	0.1275	no
40	Site 17	24-Hour	0.1141	0.1293	0.1203	0.1098	0.1225	0.1293	0.1293	no
41	Site 17	24-Hour	0.1183	0.1313	0.1244	0.1097	0.1349	0.1349	0.1349	no
42	Existing Residence	24-Hour	0.1584	0.1579	0.1683	0.1467	0.2097	0.2097	0.2097	no
43	Existing Residence	24-Hour	0.1703	0.1816	0.1971	0.1657	0.2207	0.2207	0.2207	no
44	Existing Residence	24-Hour	0.1802	0.2080	0.2148	0.1773	0.2104	0.2148	0.2148	no
45	Existing Residence	24-Hour	0.1773	0.2260	0.2106	0.1734	0.2268	0.2268	0.2268	no
46	Existing Residence	24-Hour	0.1969	0.2355	0.2415	0.1945	0.2275	0.2415	0.2415	no
47	Existing Residence	24-Hour	0.2236	0.3311	0.2844	0.2370	0.3087	0.3311	0.3311	no
48	Existing Residence	24-Hour	0.2102	0.3090	0.2839	0.2109	0.2690	0.3090	0.3090	no
49	Existing Residence	24-Hour	0.1905	0.2708	0.2569	0.1818	0.2315	0.2708	0.2708	no
50	Existing Residence	24-Hour	0.1703	0.2277	0.2219	0.1520	0.1983	0.2277	0.2277	no
51	Existing Residence	24-Hour	0.2418	0.2972	0.2728	0.2428	0.2732	0.2972	0.2972	no
Maximum Results								1.1293	1.1293	no

Table T2-35

Seven Line Extension - Air Quality Stationary Results
Site FV: Ventilation Buildings Wake Effect
Scenario: 2025 Build, Proposed Action
Pollutant: PM2.5
Annual Background ($\mu g/m^3$): 0

Receptor #	Description	Analysis Period	2025 Build Annual Year : 1998 $\mu g/m^3$	2025 Build Annual Year : 1999 $\mu g/m^3$	2025 Build Annual Year : 2000 $\mu g/m^3$	2025 Build Annual Year : 2001 $\mu g/m^3$	2025 Build Annual Year : 2002 $\mu g/m^3$	2025 Build Annual Maximum $\mu g/m^3$	2025 Build Total Annual Level $\mu g/m^3$	2025 Build NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.0381	0.0373	0.0390	0.0409	0.0417	0.0417	0.0417	no
2	JJCC roof	Annual	0.0663	0.0629	0.0616	0.0683	0.0631	0.0683	0.0683	no
3	JJCC roof	Annual	0.0944	0.0882	0.0874	0.0992	0.0962	0.0992	0.0992	no
4	JJCC roof	Annual	0.0787	0.0739	0.0792	0.0836	0.0739	0.0836	0.0836	no
5	JJCC roof	Annual	0.0769	0.0675	0.0660	0.0741	0.0692	0.0769	0.0769	no
6	JJCC roof	Annual	0.0806	0.0788	0.0727	0.0756	0.0655	0.0806	0.0806	no
7	Proposed Hotel	Annual	0.0209	0.0216	0.0223	0.0258	0.0264	0.0264	0.0264	no
8	Proposed Hotel	Annual	0.0201	0.0208	0.0213	0.0246	0.0252	0.0252	0.0252	no
9	Proposed Hotel	Annual	0.0188	0.0195	0.0197	0.0228	0.0233	0.0233	0.0233	no
10	Proposed Hotel	Annual	0.0174	0.0179	0.0179	0.0208	0.0213	0.0213	0.0213	no
11	pedestrian level	Annual	0.0246	0.0245	0.0247	0.0284	0.0292	0.0292	0.0292	no
12	pedestrian level	Annual	0.0690	0.0677	0.0637	0.0648	0.0648	0.0690	0.0690	no
13	pedestrian level	Annual	0.0482	0.0459	0.0447	0.0449	0.0455	0.0482	0.0482	no
14	pedestrian level	Annual	0.0819	0.0813	0.0820	0.0867	0.0898	0.0898	0.0898	no
15	pedestrian level	Annual	0.0418	0.0373	0.0341	0.0378	0.0322	0.0418	0.0418	no
16	Site 14	Annual	0.0119	0.0129	0.0137	0.0148	0.0139	0.0148	0.0148	no
17	Site 12	Annual	0.1674	0.1379	0.1470	0.1665	0.1520	0.1674	0.1674	no
18	Site 12	Annual	0.1923	0.1610	0.1581	0.1924	0.1614	0.1924	0.1924	no
19	Site 12	Annual	0.1210	0.1134	0.1092	0.1321	0.1166	0.1321	0.1321	no
20	2025 development	Annual	0.0511	0.0485	0.0489	0.0506	0.0470	0.0511	0.0511	no
21	2025 development	Annual	0.0462	0.0440	0.0434	0.0437	0.0408	0.0462	0.0462	no
22	2025 development	Annual	0.0375	0.0351	0.0342	0.0353	0.0321	0.0375	0.0375	no
23	pedestrian level	Annual	0.0516	0.0472	0.0461	0.0518	0.0491	0.0518	0.0518	no
24	pedestrian level	Annual	0.0344	0.0304	0.0304	0.0328	0.0297	0.0344	0.0344	no
25	pedestrians	Annual	0.0368	0.0371	0.0386	0.0386	0.0417	0.0417	0.0417	no
26	pedestrians	Annual	0.0732	0.0649	0.0630	0.0697	0.0648	0.0732	0.0732	no
27	pedestrians	Annual	0.0773	0.0729	0.0706	0.0757	0.0726	0.0773	0.0773	no
28	pedestrians	Annual	0.0923	0.0887	0.0899	0.0953	0.0938	0.0953	0.0953	no
29	pedestrians	Annual	0.0295	0.0317	0.0314	0.0346	0.0370	0.0370	0.0370	no
30	pedestrians	Annual	0.0229	0.0249	0.0236	0.0223	0.0247	0.0249	0.0249	no
31	pedestrians	Annual	0.0207	0.0214	0.0212	0.0234	0.0244	0.0244	0.0244	no
32	pedestrians	Annual	0.0225	0.0226	0.0234	0.0236	0.0239	0.0239	0.0239	no
33	Site 15	Annual	0.0189	0.0200	0.0204	0.0240	0.0246	0.0246	0.0246	no
34	Site 15	Annual	0.0185	0.0195	0.0200	0.0234	0.0240	0.0240	0.0240	no
35	Site 15	Annual	0.0151	0.0162	0.0165	0.0193	0.0199	0.0199	0.0199	no
36	Site 18	Annual	0.0144	0.0148	0.0148	0.0182	0.0178	0.0182	0.0182	no
37	Site 18	Annual	0.0140	0.0144	0.0143	0.0176	0.0173	0.0176	0.0176	no
38	Site 18	Annual	0.0135	0.0139	0.0137	0.0169	0.0167	0.0169	0.0169	no
39	Site 17	Annual	0.0197	0.0190	0.0176	0.0229	0.0238	0.0238	0.0238	no
40	Site 17	Annual	0.0193	0.0185	0.0171	0.0225	0.0232	0.0232	0.0232	no
41	Site 17	Annual	0.0185	0.0177	0.0164	0.0217	0.0222	0.0222	0.0222	no
42	Existing Residence	Annual	0.0258	0.0262	0.0244	0.0319	0.0312	0.0319	0.0319	no
43	Existing Residence	Annual	0.0263	0.0263	0.0243	0.0325	0.0318	0.0325	0.0325	no
44	Existing Residence	Annual	0.0261	0.0259	0.0237	0.0321	0.0315	0.0321	0.0321	no
45	Existing Residence	Annual	0.0253	0.0248	0.0229	0.0308	0.0304	0.0308	0.0308	no
46	Existing Residence	Annual	0.0291	0.0283	0.0279	0.0349	0.0353	0.0353	0.0353	no
47	Existing Residence	Annual	0.0346	0.0335	0.0317	0.0417	0.0414	0.0417	0.0417	no
48	Existing Residence	Annual	0.0307	0.0300	0.0289	0.0372	0.0371	0.0372	0.0372	no
49	Existing Residence	Annual	0.0263	0.0259	0.0252	0.0318	0.0320	0.0320	0.0320	no
50	Existing Residence	Annual	0.0221	0.0219	0.0216	0.0267	0.0272	0.0272	0.0272	no
51	Existing Residence	Annual	0.0352	0.0338	0.0314	0.0423	0.0417	0.0423	0.0423	no
Maximum Results								0.1924	0.1924	no

Table T2-36

Vent Buildings: PM 2.5 Emissions
No Build 2025

Section	Hudson & 39th		11th Ave & 39th			Route 9A & 38th	
	Hudson & 39th Stack 1 of 2	Hudson & 39th Stack 2 of 2	11th Ave & 39th Stack 1 of 3	11th Ave & 39th Stack 2 of 3	11th Ave & 39th Stack 3 of 3	Route 9A & 38th Stack 1 of 2	Route 9A & 38th Stack 2 of 2
Zone	N-3	C-3	N-4	C-4	C-5	S-3	S-4
Start Time	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
0:00	0.00201	0.00153	0.00035	0.00069	0.00076	0.00150	0.00091
1:00	0.00125	0.00130	0.00023	0.00059	0.00065	0.00097	0.00058
2:00	0.00089	0.00087	0.00017	0.00039	0.00043	0.00074	0.00044
3:00	0.00078	0.00083	0.00015	0.00037	0.00041	0.00080	0.00047
4:00	0.00100	0.00134	0.00019	0.00061	0.00066	0.00115	0.00069
5:00	0.00153	0.00095	0.00027	0.00043	0.00047	0.00257	0.00159
6:00	0.00923	0.00534	0.00229	0.00353	0.00347	0.00604	0.00360
7:00	0.01022	0.00565	0.00262	0.00369	0.00362	0.00592	0.00353
8:00	0.01089	0.00666	0.00268	0.00447	0.00442	0.00535	0.00319
9:00	0.00857	0.00567	0.00203	0.00380	0.00376	0.00544	0.00324
10:00	0.01301	0.00457	0.00357	0.00315	0.00315	0.00502	0.00299
11:00	0.01271	0.00301	0.00388	0.00212	0.00214	0.00490	0.00291
12:00	0.00534	0.00219	0.00127	0.00099	0.00109	0.00360	0.00213
13:00	0.00917	0.00254	0.00245	0.00115	0.00126	0.00355	0.00210
14:00	0.00888	0.00257	0.00225	0.00116	0.00128	0.00364	0.00216
15:00	0.00631	0.00211	0.00147	0.00096	0.00105	0.00386	0.00229
16:00	0.00729	0.00431	0.00175	0.00193	0.00133	0.00808	0.00489
17:00	0.00695	0.00358	0.00159	0.00160	0.00106	0.00700	0.00418
18:00	0.00442	0.00395	0.00098	0.00176	0.00115	0.00812	0.00492
19:00	0.01031	0.00216	0.00261	0.00098	0.00108	0.00472	0.00280
20:00	0.00950	0.00278	0.00237	0.00126	0.00138	0.00280	0.00174
21:00	0.01072	0.00164	0.00280	0.00074	0.00082	0.00266	0.00165
22:00	0.01058	0.00216	0.00275	0.00098	0.00107	0.00359	0.00212
23:00	0.00842	0.00138	0.00203	0.00062	0.00069	0.00350	0.00207

Table T2-37

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2025 NoBuild
Pollutant: PM25
24-hr Background ($\mu g/m^3$):

Receptor #	Description	Analysis Period	2025 NoBuild 24 Hour Year : 1998 $\mu g/m^3$	2025 NoBuild 24 Hour Year : 1999 $\mu g/m^3$	2025 NoBuild 24 Hour Year : 2000 $\mu g/m^3$	2025 NoBuild 24 Hour Year : 2001 $\mu g/m^3$	2025 NoBuild 24 Hour Year : 2002 $\mu g/m^3$	2025 NoBuild 24 Hour Maximum $\mu g/m^3$	2025 NoBuild Total 24-hour Level $\mu g/m^3$	2025 NoBuild NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	0.0942	0.1184	0.0793	0.1181	0.1099	0.1184	0.1184	no
2	JJCC roof	24-Hour	0.3022	0.2745	0.3741	0.2970	0.2413	0.3741	0.3741	no
3	JJCC roof	24-Hour	0.2406	0.2085	0.2409	0.2416	0.1920	0.2416	0.2416	no
4	JJCC roof	24-Hour	0.6882	0.8411	0.6857	0.7093	0.6458	0.8411	0.8411	no
5	JJCC roof	24-Hour	0.4010	0.3514	0.3932	0.3961	0.3584	0.4010	0.4010	no
6	JJCC roof	24-Hour	0.8434	1.0915	0.9573	0.8443	0.7036	1.0915	1.0915	no
7	Proposed Hotel	24-Hour	0.1782	0.1275	0.1080	0.1306	0.1531	0.1782	0.1782	no
8	Proposed Hotel	24-Hour	0.1843	0.1396	0.1156	0.1370	0.1732	0.1843	0.1843	no
9	Proposed Hotel	24-Hour	0.1711	0.1422	0.1115	0.1213	0.1685	0.1711	0.1711	no
10	Proposed Hotel	24-Hour	0.1622	0.1322	0.0986	0.1187	0.1489	0.1622	0.1622	no
11	pedestrian level	24-Hour	0.1376	0.1087	0.1139	0.1273	0.1278	0.1376	0.1376	no
12	pedestrian level	24-Hour	0.0899	0.1189	0.0797	0.1258	0.1000	0.1258	0.1258	no
13	pedestrian level	24-Hour	0.0995	0.1158	0.1003	0.1260	0.0994	0.1260	0.1260	no
14	pedestrian level	24-Hour	0.0857	0.1062	0.0822	0.1089	0.0934	0.1089	0.1089	no
15	pedestrian level	24-Hour	0.1203	0.1473	0.1325	0.1267	0.1002	0.1473	0.1473	no
16	Site 14	24-Hour	0.1259	0.0959	0.0888	0.0910	0.1338	0.1338	0.1338	no
17	pedestrian level	24-Hour	0.1137	0.1352	0.1107	0.1323	0.1221	0.1352	0.1352	no
18	pedestrian level	24-Hour	0.1167	0.1187	0.1212	0.1088	0.1207	0.1212	0.1212	no
19	pedestrians	24-Hour	0.0455	0.0445	0.0438	0.0462	0.0562	0.0562	0.0562	no
20	pedestrians	24-Hour	0.0412	0.0414	0.0368	0.0474	0.0393	0.0474	0.0474	no
21	pedestrians	24-Hour	0.0410	0.0396	0.0294	0.0294	0.0309	0.0410	0.0410	no
22	pedestrians	24-Hour	0.0522	0.0506	0.0513	0.0408	0.0341	0.0522	0.0522	no
23	pedestrians	24-Hour	0.0559	0.0583	0.0638	0.0513	0.0524	0.0638	0.0638	no
24	pedestrians	24-Hour	0.0359	0.0262	0.0422	0.0365	0.0352	0.0422	0.0422	no
25	pedestrians	24-Hour	0.0685	0.0721	0.0702	0.0759	0.0814	0.0814	0.0814	no
26	pedestrians	24-Hour	0.0644	0.0687	0.0637	0.0926	0.0812	0.0926	0.0926	no
27	Site 18	24-Hour	0.1132	0.0844	0.0856	0.1239	0.0818	0.1239	0.1239	no
28	Site 18	24-Hour	0.1146	0.0876	0.0839	0.1211	0.0947	0.1211	0.1211	no
29	Site 18	24-Hour	0.1157	0.0849	0.0793	0.1041	0.0852	0.1157	0.1157	no
30	Existing Residence	24-Hour	0.1498	0.1434	0.1363	0.1443	0.1773	0.1773	0.1773	no
31	Existing Residence	24-Hour	0.1677	0.1926	0.1905	0.1743	0.2046	0.2046	0.2046	no
32	Existing Residence	24-Hour	0.2303	0.2500	0.2565	0.2199	0.2260	0.2565	0.2565	no
33	Existing Residence	24-Hour	0.2760	0.3086	0.3079	0.2547	0.2743	0.3086	0.3086	no
34	Existing Residence	24-Hour	0.1750	0.1569	0.1463	0.1859	0.1545	0.1859	0.1859	no
35	Existing Residence	24-Hour	0.2125	0.2347	0.2070	0.2717	0.2530	0.2717	0.2717	no
36	Existing Residence	24-Hour	0.2163	0.2674	0.2151	0.2578	0.3011	0.3011	0.3011	no
37	Existing Residence	24-Hour	0.2052	0.2803	0.2385	0.2248	0.3100	0.3100	0.3100	no
38	Existing Residence	24-Hour	0.1872	0.2740	0.2545	0.2004	0.2826	0.2826	0.2826	no
39	Existing Residence	24-Hour	0.1884	0.1753	0.1757	0.2397	0.1979	0.2397	0.2397	no
Maximum Results								1.0915	1.0915	no

Table T2-38

Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2025 NoBuild
Pollutant: PM25
Annual Background ($\mu g/m^3$): 0

Receptor #	Description	Analysis Period	2025 NoBuild Annual Year : 1998 $\mu g/m^3$	2025 NoBuild Annual Year : 1999 $\mu g/m^3$	2025 NoBuild Annual Year : 2000 $\mu g/m^3$	2025 NoBuild Annual Year : 2001 $\mu g/m^3$	2025 NoBuild Annual Year : 2002 $\mu g/m^3$	2025 NoBuild Annual Maximum $\mu g/m^3$	2025 NoBuild Total Annual Level $\mu g/m^3$	2025 NoBuild NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.0164	0.0145	0.0153	0.0170	0.0165	0.0170	0.0170	no
2	JJCC roof	Annual	0.0562	0.0537	0.0489	0.0566	0.0503	0.0566	0.0566	no
3	JJCC roof	Annual	0.0443	0.0389	0.0389	0.0445	0.0387	0.0445	0.0445	no
4	JJCC roof	Annual	0.1320	0.1302	0.1483	0.1375	0.1155	0.1483	0.1483	no
5	JJCC roof	Annual	0.1204	0.1070	0.1016	0.1125	0.1081	0.1204	0.1204	no
6	JJCC roof	Annual	0.1966	0.2066	0.1791	0.1627	0.1384	0.2066	0.2066	no
7	Proposed Hotel	Annual	0.0215	0.0218	0.0227	0.0263	0.0268	0.0268	0.0268	no
8	Proposed Hotel	Annual	0.0216	0.0221	0.0226	0.0262	0.0267	0.0267	0.0267	no
9	Proposed Hotel	Annual	0.0209	0.0217	0.0219	0.0254	0.0258	0.0258	0.0258	no
10	Proposed Hotel	Annual	0.0200	0.0208	0.0208	0.0241	0.0244	0.0244	0.0244	no
11	pedestrian level	Annual	0.0239	0.0232	0.0236	0.0269	0.0284	0.0284	0.0284	no
12	pedestrian level	Annual	0.0181	0.0152	0.0160	0.0182	0.0168	0.0182	0.0182	no
13	pedestrian level	Annual	0.0211	0.0176	0.0182	0.0206	0.0190	0.0211	0.0211	no
14	pedestrian level	Annual	0.0161	0.0141	0.0151	0.0165	0.0160	0.0165	0.0165	no
15	pedestrian level	Annual	0.0305	0.0273	0.0242	0.0279	0.0241	0.0305	0.0305	no
16	Site 14	Annual	0.0119	0.0128	0.0137	0.0145	0.0139	0.0145	0.0145	no
17	pedestrian level	Annual	0.0205	0.0173	0.0177	0.0206	0.0187	0.0206	0.0206	no
18	pedestrian level	Annual	0.0260	0.0231	0.0228	0.0244	0.0230	0.0260	0.0260	no
19	pedestrians	Annual	0.0075	0.0077	0.0068	0.0075	0.0085	0.0085	0.0085	no
20	pedestrians	Annual	0.0055	0.0053	0.0045	0.0053	0.0049	0.0055	0.0055	no
21	pedestrians	Annual	0.0024	0.0025	0.0021	0.0021	0.0021	0.0025	0.0025	no
22	pedestrians	Annual	0.0040	0.0043	0.0034	0.0035	0.0036	0.0043	0.0043	no
23	pedestrians	Annual	0.0074	0.0076	0.0068	0.0070	0.0074	0.0076	0.0076	no
24	pedestrians	Annual	0.0024	0.0025	0.0025	0.0024	0.0027	0.0027	0.0027	no
25	pedestrians	Annual	0.0117	0.0116	0.0112	0.0133	0.0139	0.0139	0.0139	no
26	pedestrians	Annual	0.0082	0.0083	0.0084	0.0083	0.0094	0.0094	0.0094	no
27	Site 18	Annual	0.0142	0.0143	0.0142	0.0175	0.0174	0.0175	0.0175	no
28	Site 18	Annual	0.0137	0.0139	0.0139	0.0172	0.0168	0.0172	0.0172	no
29	Site 18	Annual	0.0134	0.0136	0.0138	0.0166	0.0165	0.0166	0.0166	no
30	Existing Residence	Annual	0.0248	0.0245	0.0231	0.0297	0.0298	0.0298	0.0298	no
31	Existing Residence	Annual	0.0275	0.0269	0.0248	0.0332	0.0333	0.0333	0.0333	no
32	Existing Residence	Annual	0.0300	0.0292	0.0265	0.0366	0.0363	0.0366	0.0366	no
33	Existing Residence	Annual	0.0317	0.0308	0.0279	0.0389	0.0380	0.0389	0.0389	no
34	Existing Residence	Annual	0.0246	0.0230	0.0227	0.0285	0.0291	0.0291	0.0291	no
35	Existing Residence	Annual	0.0332	0.0308	0.0291	0.0385	0.0385	0.0385	0.0385	no
36	Existing Residence	Annual	0.0328	0.0309	0.0294	0.0387	0.0385	0.0387	0.0387	no
37	Existing Residence	Annual	0.0306	0.0295	0.0283	0.0370	0.0367	0.0370	0.0370	no
38	Existing Residence	Annual	0.0277	0.0273	0.0265	0.0340	0.0338	0.0340	0.0340	no
39	Existing Residence	Annual	0.0302	0.0281	0.0262	0.0347	0.0351	0.0351	0.0351	no
Maximum Results								0.2066	0.2066	no

Table T2-39

Seven Line Extension - Air Quality Stationary Results
Site VW: Ventilation Buildings Wake Effect
Scenario: 2025 NoBuild
Pollutant: PM25
24-hr Background ($\mu g/m^3$):

Receptor #	Description	Analysis Period	2025 NoBuild 24 Hour Year : 1998 $\mu g/m^3$	2025 NoBuild 24 Hour Year : 1999 $\mu g/m^3$	2025 NoBuild 24 Hour Year : 2000 $\mu g/m^3$	2025 NoBuild 24 Hour Year : 2001 $\mu g/m^3$	2025 NoBuild 24 Hour Year : 2002 $\mu g/m^3$	2025 NoBuild 24 Hour Maximum $\mu g/m^3$	2025 NoBuild Total 24-hour Level $\mu g/m^3$	2025 NoBuild NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	0.1960	0.2120	0.2136	0.2333	0.2707	0.2707	0.2707	no
2	JJCC roof	24-Hour	0.2523	0.2117	0.3332	0.2563	0.2063	0.3332	0.3332	no
3	JJCC roof	24-Hour	0.3456	0.2765	0.3177	0.3260	0.2539	0.3456	0.3456	no
4	JJCC roof	24-Hour	0.3112	0.2475	0.2395	0.3511	0.2873	0.3511	0.3511	no
5	JJCC roof	24-Hour	0.2709	0.2771	0.2899	0.2826	0.2692	0.2899	0.2899	no
6	JJCC roof	24-Hour	0.2823	0.2371	0.2680	0.3225	0.2338	0.3225	0.3225	no
7	Proposed Hotel	24-Hour	0.1746	0.1297	0.1147	0.1305	0.1657	0.1746	0.1746	no
8	Proposed Hotel	24-Hour	0.1783	0.1139	0.1073	0.1228	0.1711	0.1783	0.1783	no
9	Proposed Hotel	24-Hour	0.1637	0.1027	0.0992	0.1004	0.1561	0.1637	0.1637	no
10	Proposed Hotel	24-Hour	0.1387	0.0876	0.0837	0.0812	0.1285	0.1387	0.1387	no
11	pedestrian level	24-Hour	0.1326	0.1217	0.1083	0.1070	0.1199	0.1326	0.1326	no
12	pedestrian level	24-Hour	0.2216	0.2289	0.2325	0.2218	0.2695	0.2695	0.2695	no
13	pedestrian level	24-Hour	0.1651	0.1746	0.1964	0.2090	0.2209	0.2209	0.2209	no
14	pedestrian level	24-Hour	0.2748	0.3259	0.3002	0.3182	0.4338	0.4338	0.4338	no
15	pedestrian level	24-Hour	0.1557	0.1653	0.1710	0.1605	0.1309	0.1710	0.1710	no
16	Site 14	24-Hour	0.1077	0.0978	0.1024	0.1121	0.1171	0.1171	0.1171	no
17	Site 12	24-Hour	0.9063	0.8337	0.9816	1.0739	1.0322	1.0739	1.0739	no
18	Site 12	24-Hour	0.8633	0.8295	0.9247	1.0720	0.9527	1.0720	1.0720	no
19	Site 12	24-Hour	0.6110	0.6431	0.7330	0.8136	0.5172	0.8136	0.8136	no
20	2025 development	24-Hour	0.1965	0.2038	0.2022	0.2604	0.2396	0.2604	0.2604	no
21	2025 development	24-Hour	0.2061	0.1872	0.2092	0.2122	0.1719	0.2122	0.2122	no
22	2025 development	24-Hour	0.1527	0.1557	0.1677	0.1892	0.1353	0.1892	0.1892	no
23	pedestrian level	24-Hour	0.1928	0.2365	0.2285	0.2080	0.2369	0.2369	0.2369	no
24	pedestrian level	24-Hour	0.1452	0.1311	0.1712	0.1629	0.1328	0.1712	0.1712	no
25	pedestrians	24-Hour	0.1747	0.2038	0.1672	0.2353	0.2405	0.2405	0.2405	no
26	pedestrians	24-Hour	0.2729	0.2990	0.2828	0.3277	0.2902	0.3277	0.3277	no
27	pedestrians	24-Hour	0.3403	0.3370	0.3108	0.3844	0.3263	0.3844	0.3844	no
28	pedestrians	24-Hour	0.3165	0.3808	0.3376	0.3607	0.3993	0.3993	0.3993	no
29	pedestrians	24-Hour	0.1853	0.1794	0.2103	0.2280	0.2010	0.2280	0.2280	no
30	pedestrians	24-Hour	0.1425	0.1504	0.1435	0.1910	0.2165	0.2165	0.2165	no
31	pedestrians	24-Hour	0.1044	0.0905	0.0965	0.1110	0.0994	0.1110	0.1110	no
32	pedestrians	24-Hour	0.0833	0.0904	0.1119	0.1401	0.1214	0.1401	0.1401	no
33	Site 15	24-Hour	0.1207	0.1757	0.1343	0.1148	0.1296	0.1757	0.1757	no
34	Site 15	24-Hour	0.1173	0.1558	0.1188	0.1046	0.1190	0.1558	0.1558	no
35	Site 15	24-Hour	0.1063	0.1358	0.1078	0.0925	0.1007	0.1358	0.1358	no
36	Site 18	24-Hour	0.1152	0.0947	0.0779	0.1077	0.1099	0.1152	0.1152	no
37	Site 18	24-Hour	0.1153	0.0891	0.0751	0.1075	0.1061	0.1153	0.1153	no
38	Site 18	24-Hour	0.1109	0.0891	0.0756	0.1059	0.0958	0.1109	0.1109	no
39	Site 17	24-Hour	0.1082	0.1282	0.1117	0.1068	0.1243	0.1282	0.1282	no
40	Site 17	24-Hour	0.1130	0.1294	0.1206	0.1105	0.1224	0.1294	0.1294	no
41	Site 17	24-Hour	0.1168	0.1307	0.1250	0.1102	0.1346	0.1346	0.1346	no
42	Existing Residence	24-Hour	0.1562	0.1595	0.1687	0.1484	0.2103	0.2103	0.2103	no
43	Existing Residence	24-Hour	0.1677	0.1825	0.1980	0.1674	0.2212	0.2212	0.2212	no
44	Existing Residence	24-Hour	0.1802	0.2075	0.2161	0.1784	0.2108	0.2161	0.2161	no
45	Existing Residence	24-Hour	0.1742	0.2244	0.2121	0.1739	0.2273	0.2273	0.2273	no
46	Existing Residence	24-Hour	0.1945	0.2335	0.2424	0.1928	0.2124	0.2424	0.2424	no
47	Existing Residence	24-Hour	0.2203	0.3272	0.2817	0.2333	0.2936	0.3272	0.3272	no
48	Existing Residence	24-Hour	0.2074	0.3054	0.2826	0.2092	0.2593	0.3054	0.3054	no
49	Existing Residence	24-Hour	0.1879	0.2679	0.2562	0.1803	0.2318	0.2679	0.2679	no
50	Existing Residence	24-Hour	0.1681	0.2257	0.2217	0.1509	0.1985	0.2257	0.2257	no
51	Existing Residence	24-Hour	0.2436	0.2944	0.2753	0.2390	0.2664	0.2944	0.2944	no
Maximum Results								1.0739	1.0739	no

Table T2-40

Seven Line Extension - Air Quality Stationary Results
Site FV: Ventilation Buildings Wake Effect
Scenario: 2025 NoBuild
Pollutant: PM2.5
Annual Background ($\mu g/m^3$): 0

Receptor #	Description	Analysis Period	2025 NoBuild Annual Year : 1998 $\mu g/m^3$	2025 NoBuild Annual Year : 1999 $\mu g/m^3$	2025 NoBuild Annual Year : 2000 $\mu g/m^3$	2025 NoBuild Annual Year : 2001 $\mu g/m^3$	2025 NoBuild Annual Year : 2002 $\mu g/m^3$	2025 NoBuild Annual Maximum $\mu g/m^3$	2025 NoBuild Total Annual Level $\mu g/m^3$	2025 NoBuild NAAQS Annual 50 $\mu g/m^3$
1	pedestrian level	Annual	0.0368	0.0360	0.0375	0.0396	0.0402	0.0402	0.0402	no
2	JJCC roof	Annual	0.0652	0.0618	0.0606	0.0674	0.0621	0.0674	0.0674	no
3	JJCC roof	Annual	0.0928	0.0866	0.0860	0.0976	0.0944	0.0976	0.0976	no
4	JJCC roof	Annual	0.0765	0.0720	0.0770	0.0815	0.0719	0.0815	0.0815	no
5	JJCC roof	Annual	0.0759	0.0665	0.0652	0.0732	0.0682	0.0759	0.0759	no
6	JJCC roof	Annual	0.0783	0.0764	0.0706	0.0736	0.0638	0.0783	0.0783	no
7	Proposed Hotel	Annual	0.0201	0.0210	0.0216	0.0249	0.0256	0.0256	0.0256	no
8	Proposed Hotel	Annual	0.0194	0.0202	0.0205	0.0238	0.0244	0.0244	0.0244	no
9	Proposed Hotel	Annual	0.0182	0.0189	0.0190	0.0220	0.0227	0.0227	0.0227	no
10	Proposed Hotel	Annual	0.0168	0.0173	0.0174	0.0201	0.0207	0.0207	0.0207	no
11	pedestrian level	Annual	0.0237	0.0237	0.0240	0.0275	0.0283	0.0283	0.0283	no
12	pedestrian level	Annual	0.0664	0.0651	0.0614	0.0626	0.0625	0.0664	0.0664	no
13	pedestrian level	Annual	0.0467	0.0444	0.0435	0.0437	0.0441	0.0467	0.0467	no
14	pedestrian level	Annual	0.0785	0.0778	0.0785	0.0832	0.0860	0.0860	0.0860	no
15	pedestrian level	Annual	0.0408	0.0363	0.0334	0.0370	0.0315	0.0408	0.0408	no
16	Site 14	Annual	0.0116	0.0125	0.0133	0.0144	0.0135	0.0144	0.0144	no
17	Site 12	Annual	0.1615	0.1318	0.1415	0.1598	0.1460	0.1615	0.1615	no
18	Site 12	Annual	0.1843	0.1538	0.1512	0.1835	0.1541	0.1843	0.1843	no
19	Site 12	Annual	0.1162	0.1080	0.1044	0.1270	0.1117	0.1270	0.1270	no
20	2025 development	Annual	0.0495	0.0471	0.0474	0.0493	0.0453	0.0495	0.0495	no
21	2025 development	Annual	0.0447	0.0427	0.0421	0.0427	0.0395	0.0447	0.0447	no
22	2025 development	Annual	0.0364	0.0342	0.0332	0.0345	0.0312	0.0364	0.0364	no
23	pedestrian level	Annual	0.0499	0.0456	0.0447	0.0502	0.0474	0.0502	0.0502	no
24	pedestrian level	Annual	0.0335	0.0296	0.0297	0.0322	0.0289	0.0335	0.0335	no
25	pedestrians	Annual	0.0362	0.0365	0.0380	0.0380	0.0410	0.0410	0.0410	no
26	pedestrians	Annual	0.0723	0.0640	0.0622	0.0689	0.0639	0.0723	0.0723	no
27	pedestrians	Annual	0.0767	0.0721	0.0701	0.0753	0.0721	0.0767	0.0767	no
28	pedestrians	Annual	0.0910	0.0874	0.0887	0.0940	0.0925	0.0940	0.0940	no
29	pedestrians	Annual	0.0290	0.0312	0.0309	0.0340	0.0364	0.0364	0.0364	no
30	pedestrians	Annual	0.0228	0.0247	0.0234	0.0223	0.0246	0.0247	0.0247	no
31	pedestrians	Annual	0.0204	0.0210	0.0209	0.0230	0.0240	0.0240	0.0240	no
32	pedestrians	Annual	0.0221	0.0222	0.0231	0.0233	0.0236	0.0236	0.0236	no
33	Site 15	Annual	0.0182	0.0194	0.0198	0.0231	0.0238	0.0238	0.0238	no
34	Site 15	Annual	0.0179	0.0189	0.0194	0.0225	0.0233	0.0233	0.0233	no
35	Site 15	Annual	0.0146	0.0157	0.0161	0.0186	0.0192	0.0192	0.0192	no
36	Site 18	Annual	0.0139	0.0144	0.0143	0.0176	0.0173	0.0176	0.0176	no
37	Site 18	Annual	0.0136	0.0140	0.0139	0.0171	0.0169	0.0171	0.0171	no
38	Site 18	Annual	0.0131	0.0135	0.0133	0.0164	0.0163	0.0164	0.0164	no
39	Site 17	Annual	0.0192	0.0184	0.0172	0.0223	0.0232	0.0232	0.0232	no
40	Site 17	Annual	0.0187	0.0179	0.0166	0.0219	0.0226	0.0226	0.0226	no
41	Site 17	Annual	0.0180	0.0172	0.0159	0.0211	0.0217	0.0217	0.0217	no
42	Existing Residence	Annual	0.0252	0.0255	0.0238	0.0311	0.0306	0.0311	0.0311	no
43	Existing Residence	Annual	0.0256	0.0257	0.0237	0.0317	0.0312	0.0317	0.0317	no
44	Existing Residence	Annual	0.0255	0.0252	0.0232	0.0314	0.0310	0.0314	0.0314	no
45	Existing Residence	Annual	0.0246	0.0242	0.0224	0.0301	0.0298	0.0301	0.0301	no
46	Existing Residence	Annual	0.0281	0.0276	0.0272	0.0339	0.0342	0.0342	0.0342	no
47	Existing Residence	Annual	0.0335	0.0327	0.0310	0.0405	0.0403	0.0405	0.0405	no
48	Existing Residence	Annual	0.0298	0.0293	0.0282	0.0361	0.0361	0.0361	0.0361	no
49	Existing Residence	Annual	0.0255	0.0253	0.0246	0.0309	0.0312	0.0312	0.0312	no
50	Existing Residence	Annual	0.0214	0.0214	0.0211	0.0260	0.0265	0.0265	0.0265	no
51	Existing Residence	Annual	0.0342	0.0330	0.0307	0.0412	0.0407	0.0412	0.0412	no
Maximum Results								0.1843	0.1843	no

Table T2-41

Delta Analysis
Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2025 Build - NoBuild, Proposed Action
Pollutant: PM25
24-hr Background (µg/m^3):

Receptor #	Description	Analysis Period	2025 Build 24 Hour Year : 1998 µg/m^3	2025 Build 24 Hour Year : 1999 µg/m^3	2025 Build 24 Hour Year : 2000 µg/m^3	2025 Build 24 Hour Year : 2001 µg/m^3	2025 Build 24 Hour Year : 2002 µg/m^3	2025 Build 24 Hour Maximum µg/m^3	2025 Build Total 24-hour Level µg/m^3	2025 Build NAAQS 24 Hour 150 µg/m^3
1	pedestrian level	24-Hour	0.0011	0.0010	0.0005	0.0033	0.0011	0.0033	0.0033	no
2	JJCC roof	24-Hour	0.0026	-0.0004	0.0037	-0.0005	0.0073	0.0073	0.0073	no
3	JJCC roof	24-Hour	0.0014	0.0001	0.0071	0.0027	0.0017	0.0071	0.0071	no
4	JJCC roof	24-Hour	0.0316	0.0387	0.0283	0.0254	0.0165	0.0387	0.0387	no
5	JJCC roof	24-Hour	0.0054	0.0079	-0.0017	0.0037	0.0045	0.0079	0.0079	no
6	JJCC roof	24-Hour	0.0097	0.0147	0.0701	0.0150	0.0146	0.0701	0.0701	no
7	Proposed Hotel	24-Hour	0.0068	0.0016	0.0081	0.0023	0.0054	0.0081	0.0081	no
8	Proposed Hotel	24-Hour	0.0059	-0.0013	0.0074	0.0007	0.0055	0.0074	0.0074	no
9	Proposed Hotel	24-Hour	0.0045	0.0061	0.0085	0.0038	0.0049	0.0085	0.0085	no
10	Proposed Hotel	24-Hour	0.0013	0.0030	0.0053	0.0029	0.0039	0.0053	0.0053	no
11	pedestrian level	24-Hour	0.0070	0.0080	0.0102	0.0067	0.0063	0.0102	0.0102	no
12	pedestrian level	24-Hour	0.0024	0.0008	0.0006	0.0015	0.0004	0.0024	0.0024	no
13	pedestrian level	24-Hour	0.0020	0.0009	0.0002	0.0006	0.0009	0.0020	0.0020	no
14	pedestrian level	24-Hour	0.0007	0.0008	0.0004	0.0026	0.0002	0.0026	0.0026	no
15	pedestrian level	24-Hour	0.0009	0.0017	0.0008	0.0017	0.0034	0.0034	0.0034	no
16	Site 14	24-Hour	-0.0026	0.0047	0.0039	-0.0004	0.0026	0.0047	0.0047	no
17	pedestrian level	24-Hour	0.0030	0.0027	0.0010	0.0030	0.0017	0.0030	0.0030	no
18	pedestrian level	24-Hour	0.0008	0.0020	0.0002	0.0020	0.0047	0.0047	0.0047	no
19	pedestrians	24-Hour	0.0032	0.0000	0.0014	0.0009	0.0009	0.0032	0.0032	no
20	pedestrians	24-Hour	-0.0001	0.0004	-0.0005	0.0002	0.0005	0.0005	0.0005	no
21	pedestrians	24-Hour	0.0008	0.0016	0.0017	0.0010	0.0010	0.0017	0.0017	no
22	pedestrians	24-Hour	0.0012	0.0009	0.0011	0.0003	0.0014	0.0014	0.0014	no
23	pedestrians	24-Hour	0.0004	0.0014	0.0014	0.0010	0.0029	0.0029	0.0029	no
24	pedestrians	24-Hour	-0.0004	0.0023	0.0025	0.0011	-0.0005	0.0025	0.0025	no
25	pedestrians	24-Hour	0.0021	0.0024	-0.0010	-0.0009	-0.0001	0.0024	0.0024	no
26	pedestrians	24-Hour	0.0007	0.0009	-0.0008	-0.0004	-0.0002	0.0009	0.0009	no
27	Site 18	24-Hour	0.0020	0.0005	-0.0005	-0.0014	0.0033	0.0033	0.0033	no
28	Site 18	24-Hour	0.0025	0.0005	-0.0001	-0.0016	0.0019	0.0025	0.0025	no
29	Site 18	24-Hour	0.0030	0.0006	0.0007	-0.0012	0.0023	0.0030	0.0030	no
30	Existing Residence	24-Hour	0.0021	-0.0022	0.0004	0.0041	0.0008	0.0041	0.0041	no
31	Existing Residence	24-Hour	0.0026	-0.0028	-0.0008	0.0044	0.0030	0.0044	0.0044	no
32	Existing Residence	24-Hour	-0.0006	-0.0014	-0.0023	-0.0023	-0.0002	-0.0002	-0.0002	no
33	Existing Residence	24-Hour	-0.0016	0.0017	-0.0035	-0.0011	-0.0004	0.0017	0.0017	no
34	Existing Residence	24-Hour	0.0023	-0.0006	0.0005	0.0024	0.0050	0.0050	0.0050	no
35	Existing Residence	24-Hour	0.0033	0.0011	-0.0027	0.0036	0.0155	0.0155	0.0155	no
36	Existing Residence	24-Hour	0.0025	0.0019	-0.0024	0.0040	0.0207	0.0207	0.0207	no
37	Existing Residence	24-Hour	0.0020	0.0025	-0.0007	0.0037	0.0215	0.0215	0.0215	no
38	Existing Residence	24-Hour	0.0024	0.0026	-0.0012	0.0069	0.0197	0.0197	0.0197	no
39	Existing Residence	24-Hour	0.0034	0.0001	-0.0022	0.0034	-0.0004	0.0034	0.0034	no
Maximum Results								0.0701	0.0701	no

Table T2-42

Delta Analysis
Seven Line Extension - Air Quality Stationary Results
Site VB: Ventilation Buildings Direct Impact
Scenario: 2025 Build - NoBuild, Proposed Action
Pollutant: PM25
Annual Background (µg/m^3): 0

Receptor #	Description	Analysis Period	2025 Build Annual Year : 1998 µg/m^3	2025 Build Annual Year : 1999 µg/m^3	2025 Build Annual Year : 2000 µg/m^3	2025 Build Annual Year : 2001 µg/m^3	2025 Build Annual Year : 2002 µg/m^3	2025 Build Annual Maximum µg/m^3	2025 Build Total Annual Level µg/m^3	2025 Build NAAQS Annual 50 µg/m^3
1	pedestrian level	Annual	0.0003	0.0003	0.0003	0.0003	0.0003	0.0003	0.0003	no
2	JJCC roof	Annual	0.0007	0.0008	0.0005	0.0004	0.0006	0.0008	0.0008	no
3	JJCC roof	Annual	0.0007	0.0007	0.0005	0.0005	0.0007	0.0007	0.0007	no
4	JJCC roof	Annual	0.0048	0.0040	0.0056	0.0046	0.0047	0.0056	0.0056	no
5	JJCC roof	Annual	0.0015	0.0015	0.0013	0.0014	0.0016	0.0016	0.0016	no
6	JJCC roof	Annual	0.0072	0.0071	0.0071	0.0060	0.0050	0.0072	0.0072	no
7	Proposed Hotel	Annual	0.0009	0.0007	0.0009	0.0009	0.0009	0.0009	0.0009	no
8	Proposed Hotel	Annual	0.0009	0.0007	0.0009	0.0009	0.0009	0.0009	0.0009	no
9	Proposed Hotel	Annual	0.0008	0.0007	0.0008	0.0009	0.0008	0.0009	0.0009	no
10	Proposed Hotel	Annual	0.0007	0.0007	0.0007	0.0008	0.0007	0.0008	0.0008	no
11	pedestrian level	Annual	0.0009	0.0008	0.0008	0.0010	0.0009	0.0010	0.0010	no
12	pedestrian level	Annual	0.0003	0.0002	0.0002	0.0003	0.0003	0.0003	0.0003	no
13	pedestrian level	Annual	0.0004	0.0004	0.0003	0.0004	0.0004	0.0004	0.0004	no
14	pedestrian level	Annual	0.0002	0.0002	0.0002	0.0003	0.0002	0.0003	0.0003	no
15	pedestrian level	Annual	0.0007	0.0007	0.0005	0.0006	0.0005	0.0007	0.0007	no
16	Site 14	Annual	0.0003	0.0004	0.0005	0.0004	0.0004	0.0005	0.0005	no
17	pedestrian level	Annual	0.0004	0.0004	0.0003	0.0004	0.0004	0.0004	0.0004	no
18	pedestrian level	Annual	0.0006	0.0006	0.0005	0.0005	0.0006	0.0006	0.0006	no
19	pedestrians	Annual	0.0002	0.0002	0.0001	0.0001	0.0002	0.0002	0.0002	no
20	pedestrians	Annual	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	no
21	pedestrians	Annual	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	no
22	pedestrians	Annual	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	no
23	pedestrians	Annual	0.0001	0.0002	0.0001	0.0001	0.0001	0.0002	0.0002	no
24	pedestrians	Annual	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	no
25	pedestrians	Annual	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	no
26	pedestrians	Annual	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	no
27	Site 18	Annual	0.0005	0.0004	0.0005	0.0005	0.0005	0.0005	0.0005	no
28	Site 18	Annual	0.0004	0.0004	0.0005	0.0005	0.0005	0.0005	0.0005	no
29	Site 18	Annual	0.0004	0.0004	0.0004	0.0005	0.0005	0.0005	0.0005	no
30	Existing Residence	Annual	0.0006	0.0007	0.0006	0.0008	0.0006	0.0008	0.0008	no
31	Existing Residence	Annual	0.0007	0.0007	0.0006	0.0009	0.0007	0.0009	0.0009	no
32	Existing Residence	Annual	0.0008	0.0008	0.0007	0.0010	0.0007	0.0010	0.0010	no
33	Existing Residence	Annual	0.0009	0.0007	0.0007	0.0010	0.0008	0.0010	0.0010	no
34	Existing Residence	Annual	0.0008	0.0007	0.0006	0.0008	0.0009	0.0009	0.0009	no
35	Existing Residence	Annual	0.0011	0.0008	0.0007	0.0011	0.0011	0.0011	0.0011	no
36	Existing Residence	Annual	0.0012	0.0008	0.0008	0.0011	0.0012	0.0012	0.0012	no
37	Existing Residence	Annual	0.0011	0.0008	0.0008	0.0011	0.0012	0.0012	0.0012	no
38	Existing Residence	Annual	0.0010	0.0007	0.0008	0.0010	0.0011	0.0011	0.0011	no
39	Existing Residence	Annual	0.0009	0.0007	0.0006	0.0009	0.0008	0.0009	0.0009	no
Maximum Results								0.0072	0.0072	no

Table T2-43

Delta Analysis
Seven Line Extension - Air Quality Stationary Results
Site VW: Ventilation Buildings Wake Effect
Scenario: 2025 Build - NoBuild, Proposed Action
Pollutant: PM25
24-hr Background ($\mu g/m^3$):

Receptor #	Description	Analysis Period	2025 Build 24 Hour Year : 1998 $\mu g/m^3$	2025 Build 24 Hour Year : 1999 $\mu g/m^3$	2025 Build 24 Hour Year : 2000 $\mu g/m^3$	2025 Build 24 Hour Year : 2001 $\mu g/m^3$	2025 Build 24 Hour Year : 2002 $\mu g/m^3$	2025 Build 24 Hour Maximum $\mu g/m^3$	2025 Build Total 24-hour Level $\mu g/m^3$	2025 Build NAAQS 24 Hour 150 $\mu g/m^3$
1	pedestrian level	24-Hour	0.0033	0.0092	0.0072	0.0042	0.0057	0.0092	0.0092	no
2	JJCC roof	24-Hour	0.0030	0.0055	0.0038	-0.0002	0.0059	0.0059	0.0059	no
3	JJCC roof	24-Hour	0.0051	0.0020	0.0071	0.0154	0.0046	0.0154	0.0154	no
4	JJCC roof	24-Hour	-0.0015	0.0163	0.0045	0.0043	0.0098	0.0163	0.0163	no
5	JJCC roof	24-Hour	0.0027	0.0066	-0.0002	0.0026	0.0043	0.0066	0.0066	no
6	JJCC roof	24-Hour	-0.0019	0.0101	0.0101	0.0037	0.0066	0.0101	0.0101	no
7	Proposed Hotel	24-Hour	0.0066	0.0043	0.0024	0.0033	0.0058	0.0066	0.0066	no
8	Proposed Hotel	24-Hour	0.0056	0.0042	0.0079	0.0025	0.0055	0.0079	0.0079	no
9	Proposed Hotel	24-Hour	0.0043	0.0039	0.0079	0.0021	0.0045	0.0079	0.0079	no
10	Proposed Hotel	24-Hour	0.0014	0.0026	0.0062	0.0018	0.0033	0.0062	0.0062	no
11	pedestrian level	24-Hour	0.0002	0.0005	0.0019	0.0050	0.0029	0.0050	0.0050	no
12	pedestrian level	24-Hour	0.0100	0.0085	0.0063	0.0129	0.0078	0.0129	0.0129	no
13	pedestrian level	24-Hour	0.0119	0.0110	0.0034	0.0037	0.0022	0.0119	0.0119	no
14	pedestrian level	24-Hour	0.0141	0.0213	0.0119	0.0037	0.0207	0.0213	0.0213	no
15	pedestrian level	24-Hour	0.0015	0.0026	0.0001	0.0019	0.0023	0.0026	0.0026	no
16	Site 14	24-Hour	-0.0015	0.0039	0.0037	0.0007	0.0021	0.0039	0.0039	no
17	Site 12	24-Hour	0.0394	0.0475	0.0418	0.0501	0.0361	0.0501	0.0501	no
18	Site 12	24-Hour	0.0279	0.0441	0.0443	0.0574	0.0010	0.0574	0.0574	no
19	Site 12	24-Hour	0.0249	0.0320	0.0593	0.0142	0.0184	0.0593	0.0593	no
20	2025 development	24-Hour	0.0146	0.0097	0.0079	0.0131	0.0001	0.0146	0.0146	no
21	2025 development	24-Hour	0.0160	0.0077	0.0107	0.0043	0.0073	0.0160	0.0160	no
22	2025 development	24-Hour	0.0120	0.0044	0.0032	0.0031	0.0070	0.0120	0.0120	no
23	pedestrian level	24-Hour	0.0053	0.0118	0.0108	0.0068	0.0135	0.0135	0.0135	no
24	pedestrian level	24-Hour	0.0022	0.0034	-0.0013	0.0029	0.0023	0.0034	0.0034	no
25	pedestrians	24-Hour	0.0013	-0.0004	0.0030	0.0012	-0.0006	0.0030	0.0030	no
26	pedestrians	24-Hour	0.0001	0.0047	-0.0009	0.0030	0.0048	0.0048	0.0048	no
27	pedestrians	24-Hour	0.0001	0.0028	-0.0002	0.0009	0.0044	0.0044	0.0044	no
28	pedestrians	24-Hour	0.0043	0.0016	0.0013	0.0042	0.0033	0.0043	0.0043	no
29	pedestrians	24-Hour	0.0030	0.0014	0.0015	0.0011	-0.0017	0.0030	0.0030	no
30	pedestrians	24-Hour	-0.0018	-0.0005	0.0017	0.0000	0.0000	0.0017	0.0017	no
31	pedestrians	24-Hour	-0.0014	0.0027	-0.0013	0.0006	0.0002	0.0027	0.0027	no
32	pedestrians	24-Hour	0.0007	0.0023	0.0020	0.0000	0.0002	0.0023	0.0023	no
33	Site 15	24-Hour	0.0070	0.0022	-0.0009	0.0063	0.0046	0.0070	0.0070	no
34	Site 15	24-Hour	0.0064	0.0027	-0.0005	0.0056	0.0007	0.0064	0.0064	no
35	Site 15	24-Hour	0.0052	0.0027	-0.0011	0.0043	0.0029	0.0052	0.0052	no
36	Site 18	24-Hour	0.0029	0.0007	0.0006	-0.0013	0.0024	0.0029	0.0029	no
37	Site 18	24-Hour	0.0024	0.0006	0.0025	-0.0014	0.0020	0.0025	0.0025	no
38	Site 18	24-Hour	0.0019	0.0001	0.0029	-0.0014	0.0014	0.0029	0.0029	no
39	Site 17	24-Hour	0.0007	-0.0006	0.0001	0.0018	0.0010	0.0018	0.0018	no
40	Site 17	24-Hour	0.0011	0.0000	-0.0003	-0.0008	0.0001	0.0011	0.0011	no
41	Site 17	24-Hour	0.0015	0.0006	-0.0006	-0.0006	0.0002	0.0015	0.0015	no
42	Existing Residence	24-Hour	0.0022	-0.0016	-0.0004	-0.0017	-0.0006	0.0022	0.0022	no
43	Existing Residence	24-Hour	0.0026	-0.0010	-0.0010	-0.0017	-0.0005	0.0026	0.0026	no
44	Existing Residence	24-Hour	0.0000	0.0004	-0.0013	-0.0012	-0.0003	0.0004	0.0004	no
45	Existing Residence	24-Hour	0.0032	0.0016	-0.0015	-0.0005	-0.0006	0.0032	0.0032	no
46	Existing Residence	24-Hour	0.0024	0.0021	-0.0009	0.0017	0.0151	0.0151	0.0151	no
47	Existing Residence	24-Hour	0.0033	0.0039	0.0028	0.0038	0.0151	0.0151	0.0151	no
48	Existing Residence	24-Hour	0.0028	0.0036	0.0013	0.0017	0.0097	0.0097	0.0097	no
49	Existing Residence	24-Hour	0.0026	0.0029	0.0007	0.0014	-0.0003	0.0029	0.0029	no
50	Existing Residence	24-Hour	0.0022	0.0020	0.0002	0.0011	-0.0002	0.0022	0.0022	no
51	Existing Residence	24-Hour	-0.0018	0.0028	-0.0026	0.0038	0.0068	0.0068	0.0068	no
Maximum Results								0.0593	0.0593	no

Table T2-44

Delta Analysis
Seven Line Extension - Air Quality Stationary Results
Site FV: Ventilation Buildings Wake Effect
Scenario: 2025 Build-NoBuild, Proposed Action
Pollutant: PM2.5
Annual Background (µg/m^3): 0

Receptor #	Description	Analysis Period	2025 Build Annual Year : 1998 µg/m^3	2025 Build Annual Year : 1999 µg/m^3	2025 Build Annual Year : 2000 µg/m^3	2025 Build Annual Year : 2001 µg/m^3	2025 Build Annual Year : 2002 µg/m^3	2025 Build Annual Maximum µg/m^3	2025 Build Total Annual Level µg/m^3	2025 Build NAAQS Annual 50 µg/m^3
1	pedestrian level	Annual	0.0013	0.0013	0.0015	0.0014	0.0015	0.0015	0.0015	no
2	JJCC roof	Annual	0.0011	0.0011	0.0010	0.0009	0.0011	0.0011	0.0011	no
3	JJCC roof	Annual	0.0016	0.0016	0.0014	0.0016	0.0018	0.0018	0.0018	no
4	JJCC roof	Annual	0.0022	0.0019	0.0022	0.0022	0.0020	0.0022	0.0022	no
5	JJCC roof	Annual	0.0010	0.0010	0.0008	0.0010	0.0010	0.0010	0.0010	no
6	JJCC roof	Annual	0.0024	0.0023	0.0021	0.0020	0.0017	0.0024	0.0024	no
7	Proposed Hotel	Annual	0.0008	0.0006	0.0008	0.0009	0.0008	0.0009	0.0009	no
8	Proposed Hotel	Annual	0.0007	0.0006	0.0007	0.0008	0.0007	0.0008	0.0008	no
9	Proposed Hotel	Annual	0.0007	0.0006	0.0007	0.0007	0.0007	0.0007	0.0007	no
10	Proposed Hotel	Annual	0.0006	0.0005	0.0006	0.0006	0.0006	0.0006	0.0006	no
11	pedestrian level	Annual	0.0009	0.0008	0.0008	0.0009	0.0009	0.0009	0.0009	no
12	pedestrian level	Annual	0.0025	0.0025	0.0022	0.0022	0.0023	0.0025	0.0025	no
13	pedestrian level	Annual	0.0015	0.0015	0.0012	0.0012	0.0014	0.0015	0.0015	no
14	pedestrian level	Annual	0.0034	0.0035	0.0035	0.0035	0.0038	0.0038	0.0038	no
15	pedestrian level	Annual	0.0010	0.0010	0.0007	0.0008	0.0007	0.0010	0.0010	no
16	Site 14	Annual	0.0003	0.0004	0.0004	0.0004	0.0003	0.0004	0.0004	no
17	Site 12	Annual	0.0059	0.0061	0.0055	0.0068	0.0060	0.0068	0.0068	no
18	Site 12	Annual	0.0080	0.0072	0.0069	0.0090	0.0073	0.0090	0.0090	no
19	Site 12	Annual	0.0048	0.0054	0.0048	0.0051	0.0050	0.0054	0.0054	no
20	2025 development	Annual	0.0017	0.0015	0.0015	0.0013	0.0016	0.0017	0.0017	no
21	2025 development	Annual	0.0015	0.0012	0.0013	0.0011	0.0013	0.0015	0.0015	no
22	2025 development	Annual	0.0012	0.0009	0.0010	0.0008	0.0010	0.0012	0.0012	no
23	pedestrian level	Annual	0.0017	0.0016	0.0015	0.0017	0.0017	0.0017	0.0017	no
24	pedestrian level	Annual	0.0008	0.0007	0.0007	0.0007	0.0008	0.0008	0.0008	no
25	pedestrians	Annual	0.0006	0.0006	0.0006	0.0006	0.0007	0.0007	0.0007	no
26	pedestrians	Annual	0.0008	0.0009	0.0007	0.0008	0.0008	0.0009	0.0009	no
27	pedestrians	Annual	0.0006	0.0007	0.0005	0.0004	0.0005	0.0007	0.0007	no
28	pedestrians	Annual	0.0014	0.0014	0.0012	0.0013	0.0013	0.0014	0.0014	no
29	pedestrians	Annual	0.0005	0.0005	0.0005	0.0005	0.0006	0.0006	0.0006	no
30	pedestrians	Annual	0.0001	0.0002	0.0001	0.0000	0.0001	0.0002	0.0002	no
31	pedestrians	Annual	0.0004	0.0004	0.0004	0.0003	0.0004	0.0004	0.0004	no
32	pedestrians	Annual	0.0004	0.0004	0.0004	0.0003	0.0004	0.0004	0.0004	no
33	Site 15	Annual	0.0006	0.0006	0.0006	0.0009	0.0008	0.0009	0.0009	no
34	Site 15	Annual	0.0006	0.0006	0.0006	0.0008	0.0008	0.0008	0.0008	no
35	Site 15	Annual	0.0005	0.0005	0.0004	0.0007	0.0006	0.0007	0.0007	no
36	Site 18	Annual	0.0004	0.0004	0.0004	0.0005	0.0005	0.0005	0.0005	no
37	Site 18	Annual	0.0004	0.0004	0.0004	0.0005	0.0005	0.0005	0.0005	no
38	Site 18	Annual	0.0004	0.0004	0.0004	0.0005	0.0004	0.0005	0.0005	no
39	Site 17	Annual	0.0005	0.0006	0.0005	0.0006	0.0007	0.0007	0.0007	no
40	Site 17	Annual	0.0005	0.0005	0.0005	0.0006	0.0006	0.0006	0.0006	no
41	Site 17	Annual	0.0005	0.0005	0.0005	0.0006	0.0006	0.0006	0.0006	no
42	Existing Residence	Annual	0.0006	0.0007	0.0006	0.0008	0.0006	0.0008	0.0008	no
43	Existing Residence	Annual	0.0006	0.0007	0.0006	0.0008	0.0006	0.0008	0.0008	no
44	Existing Residence	Annual	0.0007	0.0006	0.0006	0.0008	0.0006	0.0008	0.0008	no
45	Existing Residence	Annual	0.0007	0.0006	0.0005	0.0007	0.0006	0.0007	0.0007	no
46	Existing Residence	Annual	0.0010	0.0007	0.0008	0.0010	0.0011	0.0011	0.0011	no
47	Existing Residence	Annual	0.0011	0.0008	0.0007	0.0012	0.0011	0.0012	0.0012	no
48	Existing Residence	Annual	0.0010	0.0007	0.0007	0.0010	0.0010	0.0010	0.0010	no
49	Existing Residence	Annual	0.0008	0.0006	0.0006	0.0009	0.0008	0.0009	0.0009	no
50	Existing Residence	Annual	0.0007	0.0005	0.0005	0.0007	0.0007	0.0007	0.0007	no
51	Existing Residence	Annual	0.0010	0.0008	0.0007	0.0011	0.0009	0.0011	0.0011	no
Maximum Results								0.0090	0.0090	no

Table T2-45

Vent Buildings: PM 2.5 Grid Results

Scenario	W/Proposed Action	W/O Proposed Action	Increment	STV
	ug/m^3	ug/m^3	ug/m^3	ug/m^3
2010Direct Plume	1.54E-02	1.54E-02	2.35E-05	0.1
2025 Direct Plume	1.21E-02	1.26E-02	-5.02E-04	0.1
2010 Wake Effects	2.51E-02	2.49E-02	2.07E-04	0.1
2025 Wake Effects	1.93E-02	1.73E-02	2.07E-03	0.1

TABLE T2-46
2010 AND 2025 FUTURE WITH THE PROPOSED ACTION - MAXIMUM ESTIMATED CO AND PM_{10} CONCENTRATIONS NEAR THE LINCOLN TUNNEL VENTILATION BUILDINGS

Pollutant	Unit	Time Period	2010	2025	NAAQS
CO	ppm	8-hour	4.04	4.77	9
PM_{10}	$\mu g/m^3$	24-hour	50.82	55.74	150
		Annual	22.52	22.66	50

TABLE T2-47
2010 AND 2025 FUTURE WITH THE PROPOSED ACTION - MAXIMUM ESTIMATED $PM_{2.5}$ CONCENTRATIONS FROM THE LINCOLN TUNNEL VENTILATION BUILDINGS

Time Period	2010			2025			
	Future With PA ($\mu g/m^3$)	Future Without PA ($\mu g/m^3$)	Increment ($\mu g/m^3$)	Future With PA ($\mu g/m^3$)	Future Without PA ($\mu g/m^3$)	Increment ($\mu g/m^3$)	STV ($\mu g/m^3$)
24 Hour	0.48	0.43	**0.05**	1.03	0.957	**0.07**	**5**
Annual	0.057	0.055	**0.02**	.1924	.1835	**.009**	**0.1**

Annual neighborhood $PM_{2.5}$ impacts were estimated by averaging concentrations over a 1 kilometer by 1 kilometer grid centered around the location with the highest estimated concentration (as per the DEP's Interim Guidance).
PA - Proposed Action.

Parking Facilities Analysis

Table T3-1

Parking Associated with New Build Land Uses

Site #	Office (gsf)	Residential (du)	Spaces to be Provided	Capacity Added in 2010	Capacity Added in 2025	Notes
1	4,266,751	570	450		450	450 spaces would be provided on Eastern Rail Yards as per 10/9/03 correspondence with A. Kirsch.
2	1,287,579	-				No parking requirement (decked site)
3	2,864,415	-	0		0	
4	1,743,575	194				No parking requirement (decked site)
5	2,116,125	270	0		0	
6	1,377,424	243				No parking requirement (decked site)
7	1,445,389	255	0		0	
8	1,377,424	243	0		0	Would provide 80% of its required parking as per 10/9/03 correspondence with A. Kirsch.
9	49,450	516	0		0	
10	1,520,151	268	0		0	
11	65,320	682	0		0	
12	1,651,550	292	0		0	
13	59,800	624	0		0	
14	51,111	533	0		0	
15	25,415	265	0		0	
16	21,275	222	0		0	
17	-	470	0		0	
18	-	912	0	0		
19	445,740	816	0	0		
20	1,196,874	-	0		0	
21	-	-	0		0	
22	-	82	0	0		Waived from parking requirements because less than 40 spaces would be required.
23	-	311	0		0	
24	-	387	0	0		
25	-	190	0		0	
26	-	304	0		0	
27	-	224	0		0	
28	-	205	0		0	
29	-	135	0		0	
30	-	194	0		0	
31	377,708	828	0		0	
32						
33						
34	316,710	-				No parking requirement (decked site)
35	335,082	610	0		0	
36	578,590	-	0		0	
37	-	289	0	0		
38	-	58	0		0	Waived from parking requirements because less than 40 spaces would be required.
39	-	249	0		0	
40	-	84	0		0	Waived from parking requirements because less than 40 spaces would be required.
41	-	581	0		0	
42	-	76	0		0	Waived from parking requirements because less than 40 spaces would be required.
43	-	308	0		0	
44	-	69	0		0	Waived from parking requirements because less than 40 spaces would be required.
45	4,662,100	-			0	No parking requirement (decked site)
			951		951	Proposed Parking Garage Underneath Boulevard Open Space
			350	350		Javits Hotel Parking Garage
	27,835,556	**12,561**	**1,751**	**350**	**1,401**	

Table T3-2

Projected Parking Garage Accumulation Patterns for Air Quality Analysis

Time Period	Base Accumulation Data						Site #03									MBB Garage (South Entrance)									Site #05								
	Residential			Office			Residential			Office			Total			Residential			Office			Total			Residential			Office			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
12:00 AM - 1:00 AM	1	0	139	0	0	0	0	0	0	0	0	0	0	0	0	1	0	80	0	0	0	1	0	80	1	0	137	0	0	0	1	0	137
1:00 AM - 2:00 AM	1	0	140	0	0	0	0	0	0	0	0	0	0	0	0	1	0	81	0	0	0	1	0	81	1	0	138	0	0	0	1	0	138
2:00 AM - 3:00 AM	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	0	0	0	0	81	0	0	138	0	0	0	0	0	138
3:00 AM - 4:00 AM	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	0	0	0	0	81	0	0	138	0	0	0	0	0	138
4:00 AM - 5:00 AM	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	0	0	0	0	81	0	0	138	0	0	0	0	0	138
5:00 AM - 6:00 AM	1	2	139	0	0	0	0	0	0	0	0	0	0	0	0	1	1	80	0	0	0	1	1	80	1	2	137	0	0	0	1	2	137
6:00 AM - 7:00 AM	1	5	135	11	0	11	0	0	0	131	0	131	131	0	131	1	3	78	48	0	48	48	3	126	1	5	133	94	0	94	95	5	227
7:00 AM - 8:00 AM	1	7	129	14	1	24	0	0	0	166	12	285	166	12	285	1	4	74	61	4	104	61	8	179	1	7	127	119	9	204	120	15	332
8:00 AM - 9:00 AM	2	11	120	25	3	46	0	0	0	297	36	547	297	36	547	1	6	69	109	13	200	110	19	269	2	11	119	213	26	391	215	36	510
9:00 AM - 10:00 AM	2	5	117	30	6	70	0	0	0	356	71	832	356	71	832	1	3	67	131	26	305	132	29	372	2	5	116	255	51	596	257	56	711
10:00 AM - 11:00 AM	3	4	116	20	3	87	0	0	0	238	36	1,034	238	36	1,034	2	2	67	87	13	379	89	15	445	3	4	115	170	26	740	173	29	855
11:00 AM - 12:00 PM	3	3	116	13	9	91	0	0	0	154	107	1,081	154	107	1,081	2	2	67	57	39	396	58	41	463	3	3	115	111	77	774	114	80	889
12:00 PM - 1:00 PM	3	3	116	12	9	94	0	0	0	143	107	1,117	143	107	1,117	2	2	67	52	39	409	54	41	476	3	3	115	102	77	800	105	80	914
1:00 PM - 2:00 PM	2	3	115	9	9	94	0	0	0	107	107	1,117	107	107	1,117	1	2	66	39	39	409	40	41	475	2	3	114	77	77	800	79	80	914
2:00 PM - 3:00 PM	4	3	116	9	13	90	0	0	0	107	154	1,069	107	154	1,069	2	2	67	39	57	392	41	58	458	4	3	115	77	111	766	81	114	880
3:00 PM - 4:00 PM	5	2	119	7	14	83	0	0	0	83	166	986	83	166	986	3	1	68	30	61	361	33	62	430	5	2	118	60	119	706	65	121	824
4:00 PM - 5:00 PM	7	4	122	6	28	61	0	0	0	71	333	725	71	333	725	4	2	70	26	122	265	30	124	336	7	4	121	51	238	519	58	242	640
5:00 PM - 6:00 PM	10	4	128	2	31	32	0	0	0	24	368	380	24	368	380	6	2	74	9	135	139	14	137	213	10	4	126	17	264	272	27	268	399
6:00 PM - 7:00 PM	8	3	133	1	20	13	0	0	0	12	238	154	12	238	154	5	2	77	4	87	57	9	89	133	8	3	131	9	170	111	16	173	242
7:00 PM - 8:00 PM	5	3	135	1	8	6	0	0	0	12	95	71	12	95	71	3	2	78	4	35	26	7	37	104	5	3	133	9	68	51	13	71	184
8:00 PM - 9:00 PM	5	3	137	0	5	1	0	0	0	0	59	12	0	59	12	3	2	79	0	22	4	3	23	83	5	3	135	0	43	9	5	46	144
9:00 PM - 10:00 PM	2	2	137	1	2	0	0	0	0	12	24	0	12	24	0	1	1	79	4	9	0	6	10	79	2	2	135	9	17	0	10	19	135
10:00 PM - 11:00 PM	3	2	138	0	0	0	0	0	0	0	0	0	0	0	0	2	1	79	0	0	0	2	1	79	3	2	136	0	0	0	3	2	136
11:00 PM - 12:00 AM	2	2	138	0	0	0	0	0	0	0	0	0	0	0	0	1	1	79	0	0	0	1	1	79	2	2	136	0	0	0	2	2	136
Midday Demand	116			94			0			1,117			1,117			66			409			476			114			800			914		

Note:
Parking accumulation patterns based on 252 Seventh Avenue Parking Garage EAS (1998).

Table T3-3

Garage CO Emission Calculations
2025

	Cold Idle	Cold @ 5mph	Hot @ 5 mph
	g/hr	g/vmt	g/vmt
Autos	67.01	19.67	8.66
SUV	56.44	17.09	7.08

Garage	Capacity	Peak hour 5 PM - 6 PM		Peak 8 hour 11 AM to 7 PM		Area per Floor	Number of	Total Area	Mean Travel I	Peak ER	8-hr ER	Peak Conc	8-hr Conc
	veh	In	Out	In	Out	sq. ft	Levels	sq. ft	ft	g/sec	g/sec	ppm	ppm
Site 3	1117	24	368	87.6	197.5	71342.95	5	335100	991.2	0.5025	0.3034	2.8	1.67
MBB garage	951	28	274	94.8	148.3	93593.5	4	374374	752.5	0.3080	0.1939	1.5	0.96
Site 5	914	27	268	68.1	144.8	67582.85	4	274200	599.2	0.2567	0.1533	1.7	1.03

Note: 1. 300 square foot is an average area per car in the garage design.
2. A two level drive is assumed as an average travel distance to garage egress in 4-level garages, 3 levels for 5 floors.
3. All vehicles conservatively assumed to be autos, no SUV -- higher EF
4. Conservatively assume that MBB garage has one entrance instead of two as designed.
5. Assume 70 feet ramp in each garage travel distance.

Modeling Scenario

Conservatively assume that each garage is vented through one vent located at 12 feet above grade.
Receptors are at sidewalks at 6 feet above grade.

Table T3-4

CEQR CO Concentrations from Parking Facilities

Site	CO Concentrations in the Year 2025	
	Total at 5 feet	Total at 50 feet
	ppm	ppm
Site 3	**3.98**	**3.96**
MBB garage	**3.52**	**3.31**
Site 5	**3.56**	**3.61**

Note: 1. CO background level of 2.9 ppm is included.
2. CO 8-hour NAAQS is equal to 9 ppm

Table T3-5

Quill Bus Depot, DSNY, Tow Pound and Street Level Cumulative Concentrations
PM10 and PM2.5

Year	PM10								PM2.5					
	24 Hour				Annual				24 Hour			Annual		
	Quill/DSNY/ Tow Pound[1]	Street[2]	Background	**Total**	Quill/DSNY/ Tow Pound[1]	Street[2]	Background	**Total**	Quill/DSNY/ Tow Pound[1]	Street	**Total Impact**	Quill/DSNY/ Tow Pound[1]	Street	**Total Impact**
2010	3.6	26.06	43	**72.66**	1.27	11.34	21	**33.61**	4.00	0.93	**4.93**	0.022	0.075	**0.097**
2025	3.6	26.06	43	**72.66**	1.27	11.34	21	**33.61**	4.00	0.55	**4.55**	0.022	0.022	**0.044**

Notes:

1. Quill Bus Depot, Tow Pond and DSNY facilities were analyzed for the worst year of meteorology (1998) and the highest year of emissions (2010).
   It was conservatively assumed that emissions from this facilities will be same high in 2025.
2. The PM10 analysis for the intersection of 30th Street and 10th Avenue was performed for the year when emissions were higher (in 2025 -- due to increase in traffic volume).
   It was conservatively assumed that impacts from the intersections will be same high in 2010.
3. The NAAQS for PM10 are 150 ug/m3 for the 24 hours and 50 ug/m3 for the annual time period.
4. The PM2.5 NYCDEP thresholds are: 24 hours -- 5 ug/m3; annual -- 0.1 ug/m3.

In addition, analysis conservatively combines intersection impacts from 30th Street and 10th Ave and Quill/DSNY/Tow Pound impacts from 30th between Route 9A and 11th Avenue.

Table T3-6

Quill Bus Depot, DSNY and Tow Pound CO Emission Calculations
2010

2010 Emission Factors

	Cold Idle g/hr	Cold @ 5mph g/vmt	Hot @ 5 mph g/vmt
Autos	94.78	26.22	13.53
HDDV	17.56	5.73	5.73
bus	38.36	12.73	12.73

Garage	Peak hour 7-8 AM Out auto	HDDV	bus	Area per Floor sq. ft	Number of Levels	Total Area sq. ft	Mean Travel Dist ft	Peak ER g/sec	8-hr ER g/sec	Peak Conc ppm	8-hr Conc ppm
Quill Bus Depot			90	176800	2	353600	1321.0	0.0956	0.0669	0.5	0.35
DSNY/Tow Pound	16	44		156819	3	470458	658	0.0338	0.0237	0.1	0.09

Note: 1. 300 square foot is an average area per car in the garage design.
2. A two level drive is assumed as an average travel distance to garage egress in 4-level garages, 3 levels for 5 floors.
3. All vehicles conservatively assumed to be autos, no SUV -- higher EF
4. Conservatively assume that MBB garage has one entrance instead of two as designed.
5. Assume 70 feet ramp in each garage travel distance.

Modeling Scenario

Conservatively assume that all garages are vented through one vent located at 12 feet above grade.
Receptors are at sidewalks at 6 feet above grade.

Table T3-7

CEQR CO Concentrations from Parking Facilities

Site	CO Concentrations in the Year 2025	
	Total at 5 feet	Total at 50 feet
	ppm	ppm
Quill Bus Depot	**3.13**	**3.09**
DSNY/Tow Pound	**2.96**	**2.96**

Note: 1. CO background level of 2.9 ppm is included.
2. CO 8-hour NAAQS is equal to 9 ppm

Marshalling Yards Analysis

Table T4-1

Marshalling Yards Truck Deliveries
Temporal Distribution

Hour	Percent Daily Deliveries	Truck Volume Projected
8-9 AM	**7.9%**	24
9-10 AM	10.0%	30
10-11 AM	12.0%	36
11 AM 12 PM	14.0%	42
12-1 PM	**14.7%**	44
1-2 PM	14.0%	42
2-3 PM	12.0%	36
3-4 PM	10.0%	30
4-5 PM	4.3%	13
5-6 PM	1.1%	3
Total	**100.0%**	**300**

Table T4-2

Marshalling Yards: Daily Emission Rates, Proposed Action Scenarios

Hour	Percent Daily Deliveries	2010 Daily Emissions Rates			2025 Daily Emissions Rates		
		CO	PM10	PM2.5	CO	PM10	PM2.5
		g/sec	g/sec	g/sec	g/sec	g/sec	g/sec
8-9 AM	7.9%	0.154	0.010	0.009	0.028	0.009	0.008
9-10 AM	10.0%	0.195	0.012	0.011	0.035	0.011	0.010
10-11 AM	12.0%	0.234	0.015	0.013	0.042	0.013	0.012
11 AM 12 PM	14.0%	0.272	0.017	0.016	0.049	0.016	0.014
12-1 PM	14.7%	0.286	0.018	0.016	0.051	0.016	0.015
1-2 PM	14.0%	0.272	0.017	0.016	0.049	0.016	0.014
2-3 PM	12.0%	0.234	0.015	0.013	0.042	0.013	0.012
3-4 PM	10.0%	0.195	0.012	0.011	0.035	0.011	0.010
4-5 PM	4.3%	0.084	0.005	0.005	0.015	0.005	0.004
5-6 PM	1.1%	0.021	0.001	0.001	0.004	0.001	0.001

Table T4-3

Marshalling Yards: Emission Rates, Without Proposed Action Scenarios

Pollutant	Scenario	Year	ER	Area Concentrations
			g/s	g/sec/m2
CO	**No-Build**	**2010**	0.108	0.0000061
	No-Build	**2025**	0.019	0.0000011
PM10	**No-Build**	**2010**	0.00669	0.00000038
	No-Build	**2025**	0.00615	0.00000035
PM2.5	**No-Build**	**2010**	0.00615	0.00000035
	No-Build	**2025**	0.00566	0.00000032

Table T4-4
Maximum Concentrations at the Sidewalk Receptors
Existing Conditions

Pollutant	Time Period	Intersection Impacts	Marshalling Yard Impacts	Background	Total	NAAQS	Unit
CO	8-hour	3.21	0.0216	2.9	6.13	9	ppm
PM10	24-hour	44.3	0.62	43	87.92	150	mg/m^3
PM10	Annual	20.96	0.112	21	42.07	50	mg/m^3

Table T4-5
Maximum Concentrations at the Sidewalk Receptors
W/O Proposed Action 2010

Pollutant	Time Period	Intersection Impacts	Marshalling Yard Impacts	Background	Total	NAAQS	Unit
CO	8-hour	1.86	0.0216	2.9	4.78	9	ppm
PM10	24-hour	46.42	0.62	43	90.04	150	mg/m^3
PM10	Annual	21.89	0.112	21	43.00	50	mg/m^3

Table T4-6
Maximum Concentrations at the Sidewalk Receptors
W/Proposed Action 2010

Pollutant	Time Period	Intersection Impacts	Marshalling Yard Impacts	Background	Total	NAAQS	Unit
CO	8-hour	1.71	0.0034	2.9	4.61	9	ppm
PM10	24-hour	43.05	0.23	43	86.28	150	mg/m^3
PM10	Annual	20.65	0.031	21	41.68	50	mg/m^3

Table T4-7
Maximum Concentrations at the Sidewalk Receptors
W/O Proposed Action 2025

Pollutant	Time Period	Intersection Impacts	Marshalling Yard Impacts	Background	Total	NAAQS	Unit
CO	8-hour	1.33	0.0039	2.9	4.23	9	ppm
PM10	24-hour	48.54	0.58	43	92.12	150	mg/m^3
PM10	Annual	22.9	0.104	21	44.00	50	mg/m^3

Table T4-8
Maximum Concentrations at the Sidewalk Receptors
W/Proposed Action 2025

Pollutant	Time Period	Intersection Impacts	Marshalling Yard Impacts	Background	Total	NAAQS	Unit
CO	8-hour	1.26	0.0018	2.9	4.16	9	ppm
PM10	24-hour	45.89	0.22	43	89.11	150	mg/m^3
PM10	Annual	22.38	0.030	21	43.41	50	mg/m^3

Table T4-9
Maximum Marshalling Yard Ventilation Impacts
at the Sidewalk Receptor Under the Proposed Action

		2010				2025			
		W/Proposed Action	No W/Proposed Action	Increment		W/Proposed Action	No W/Proposed Action	Increment	
Pollutant	Time Period	mg/m^3	mg/m^3	mg/m^3	STV	mg/m^3	mg/m^3	mg/m^3	STV
PM2.5	24-hour	0.22	0.58	-0.36	5	0.20	0.53	-0.33	5
PM2.5	Annual	0.03	0.10	-0.07	0.1	0.03	0.09	-0.07	0.1

Emission Factors

Table T6-1
CO Emission Factors for 2010

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2010	CO	**0.00**	65.04	59.39	47.07	60.46	104.92	16.80	42.58	82.40	52.83	79.76	46.41
2010	CO	0.0	26.02	23.76	18.83	24.18	41.97	6.72	17.03	32.96	21.13	31.90	18.57
2010	CO	2.5	26.02	23.76	18.83	24.18	41.97	6.72	17.03	32.96	21.13	31.90	18.57
2010	CO	2.6	25.27	23.11	18.18	23.53	41.32	6.62	16.79	32.21	20.38	31.26	17.92
2010	CO	2.7	24.57	22.52	17.58	22.92	40.72	6.54	16.57	31.52	19.69	30.67	17.33
2010	CO	2.8	23.93	21.97	17.02	22.36	40.16	6.45	16.36	30.87	19.05	30.12	16.78
2010	CO	2.9	23.33	21.46	16.51	21.84	39.64	6.38	16.17	30.27	18.45	29.60	16.27
2010	CO	3.0	22.77	20.98	16.02	21.35	39.16	6.31	15.99	29.71	17.89	29.13	15.79
2010	CO	3.1	22.24	20.53	15.57	20.89	38.70	6.24	15.82	29.19	17.36	28.68	15.34
2010	CO	3.2	21.75	20.11	15.14	20.46	38.28	6.18	15.66	28.70	16.87	28.26	14.92
2010	CO	3.3	21.29	19.71	14.74	20.06	37.88	6.12	15.51	28.24	16.41	27.86	14.52
2010	CO	3.4	20.86	19.34	14.37	19.68	37.50	6.07	15.37	27.80	15.98	27.49	14.15
2010	CO	3.5	20.45	18.99	14.02	19.33	37.15	6.01	15.24	27.39	15.57	27.14	13.80
2010	CO	3.6	20.06	18.66	13.68	18.99	36.81	5.97	15.12	27.01	15.18	26.81	13.47
2010	CO	3.7	19.70	18.35	13.36	18.67	36.50	5.92	15.00	26.64	14.81	26.50	13.16
2010	CO	3.8	19.35	18.05	13.06	18.37	36.20	5.87	14.89	26.30	14.47	26.20	12.86
2010	CO	3.9	19.02	17.77	12.78	18.08	35.91	5.83	14.78	25.97	14.14	25.92	12.58
2010	CO	4.0	18.71	17.50	12.51	17.81	35.64	5.79	14.68	25.65	13.83	25.65	12.31
2010	CO	4.1	18.41	17.25	12.25	17.55	35.39	5.76	14.59	25.36	13.53	25.40	12.06
2010	CO	4.2	18.13	17.01	12.01	17.30	35.14	5.72	14.50	25.07	13.25	25.16	11.82
2010	CO	4.3	17.86	16.78	11.78	17.07	34.91	5.69	14.41	24.80	12.98	24.93	11.59
2010	CO	4.4	17.60	16.56	11.55	16.84	34.68	5.65	14.33	24.55	12.72	24.71	11.37
2010	CO	4.5	17.36	16.35	11.34	16.63	34.47	5.62	14.25	24.30	12.47	24.50	11.16
2010	CO	4.6	17.12	16.15	11.14	16.42	34.27	5.59	14.17	24.07	12.24	24.29	10.96
2010	CO	4.7	16.90	15.95	10.94	16.23	34.07	5.56	14.10	23.84	12.01	24.10	10.76
2010	CO	4.8	16.68	15.77	10.76	16.04	33.89	5.54	14.03	23.62	11.80	23.92	10.58
2010	CO	4.9	16.47	15.59	10.58	15.86	33.71	5.51	13.97	23.42	11.59	23.74	10.40
2010	CO	5.0	16.27	15.42	10.40	15.68	33.53	5.49	13.90	23.22	11.39	23.57	10.23
2010	CO	5.1	16.10	15.27	10.25	15.53	33.09	5.42	13.73	23.05	11.22	23.42	10.08
2010	CO	5.2	15.94	15.13	10.10	15.38	32.67	5.35	13.57	22.88	11.05	23.27	9.94
2010	CO	5.3	15.78	14.99	9.96	15.24	32.26	5.29	13.41	22.72	10.89	23.13	9.80
2010	CO	5.4	15.62	14.85	9.82	15.10	31.87	5.23	13.26	22.57	10.74	23.00	9.66
2010	CO	5.5	15.47	14.72	9.69	14.97	31.49	5.18	13.12	22.42	10.59	22.87	9.53
2010	CO	5.6	15.33	14.60	9.56	14.84	31.13	5.12	12.98	22.28	10.45	22.74	9.41
2010	CO	5.7	15.19	14.48	9.44	14.72	30.78	5.07	12.84	22.14	10.31	22.62	9.29
2010	CO	5.8	15.06	14.36	9.32	14.60	30.44	5.02	12.71	22.01	10.18	22.51	9.17
2010	CO	5.9	14.93	14.25	9.20	14.49	30.11	4.97	12.59	21.88	10.05	22.40	9.06
2010	CO	6.0	14.81	14.14	9.09	14.38	29.79	4.92	12.46	21.75	9.93	22.29	8.95
2010	CO	6.1	14.69	14.03	8.98	14.27	29.49	4.87	12.35	21.63	9.81	22.18	8.84
2010	CO	6.2	14.57	13.93	8.88	14.17	29.19	4.83	12.23	21.52	9.69	22.08	8.74
2010	CO	6.3	14.46	13.83	8.78	14.07	28.90	4.78	12.12	21.41	9.58	21.98	8.64
2010	CO	6.4	14.35	13.74	8.68	13.97	28.62	4.74	12.01	21.30	9.47	21.89	8.55
2010	CO	6.5	14.25	13.65	8.59	13.88	28.35	4.70	11.91	21.19	9.36	21.79	8.46
2010	CO	6.6	14.14	13.56	8.50	13.78	28.09	4.66	11.81	21.09	9.26	21.70	8.37
2010	CO	6.7	14.04	13.47	8.41	13.70	27.84	4.62	11.71	20.99	9.16	21.62	8.28
2010	CO	6.8	13.95	13.38	8.32	13.61	27.59	4.58	11.62	20.89	9.06	21.53	8.19
2010	CO	6.9	13.85	13.30	8.24	13.53	27.35	4.55	11.53	20.80	8.97	21.45	8.11
2010	CO	7.0	13.76	13.22	8.15	13.45	27.12	4.51	11.44	20.71	8.88	21.37	8.03
2010	CO	7.1	13.67	13.15	8.08	13.37	26.89	4.48	11.35	20.62	8.79	21.29	7.96
2010	CO	7.2	13.59	13.07	8.00	13.29	26.68	4.44	11.26	20.53	8.71	21.22	7.88
2010	CO	7.3	13.50	13.00	7.92	13.22	26.46	4.41	11.18	20.45	8.62	21.15	7.81
2010	CO	7.4	13.42	12.93	7.85	13.14	26.25	4.38	11.10	20.37	8.54	21.07	7.74
2010	CO	7.5	13.34	12.86	7.78	13.07	26.05	4.35	11.03	20.29	8.46	21.00	7.67
2010	CO	7.6	13.27	12.79	7.71	13.00	25.85	4.32	10.95	20.21	8.38	20.94	7.60
2010	CO	7.7	13.19	12.72	7.64	12.94	25.66	4.29	10.88	20.14	8.31	20.87	7.53
2010	CO	7.8	13.12	12.66	7.58	12.87	25.48	4.26	10.80	20.06	8.24	20.81	7.47
2010	CO	7.9	13.05	12.60	7.51	12.81	25.29	4.24	10.73	19.99	8.17	20.75	7.41
2010	CO	8.0	12.98	12.54	7.45	12.75	25.12	4.21	10.67	19.92	8.10	20.68	7.35
2010	CO	8.1	12.91	12.48	7.39	12.69	24.94	4.18	10.60	19.86	8.03	20.62	7.29
2010	CO	8.2	12.84	12.42	7.33	12.63	24.77	4.16	10.53	19.79	7.96	20.57	7.23
2010	CO	8.3	12.78	12.36	7.27	12.57	24.61	4.13	10.47	19.72	7.90	20.51	7.17
2010	CO	8.4	12.72	12.31	7.22	12.51	24.45	4.11	10.41	19.66	7.83	20.46	7.12
2010	CO	8.5	12.66	12.25	7.16	12.46	24.29	4.08	10.35	19.60	7.77	20.40	7.06
2010	CO	8.6	12.59	12.20	7.11	12.40	24.14	4.06	10.29	19.54	7.71	20.35	7.01

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2010	CO	8.7	12.54	12.15	7.06	12.35	23.99	4.04	10.23	19.48	7.65	20.30	6.96
2010	CO	8.8	12.48	12.10	7.00	12.30	23.84	4.01	10.17	19.42	7.60	20.25	6.91
2010	CO	8.9	12.42	12.05	6.95	12.25	23.70	3.99	10.12	19.37	7.54	20.20	6.86
2010	CO	9.0	12.37	12.00	6.90	12.20	23.56	3.97	10.07	19.31	7.49	20.15	6.81
2010	CO	9.1	12.31	11.95	6.86	12.15	23.42	3.95	10.01	19.26	7.43	20.10	6.76
2010	CO	9.2	12.26	11.91	6.81	12.11	23.29	3.93	9.96	19.21	7.38	20.06	6.72
2010	CO	9.3	12.21	11.86	6.76	12.06	23.16	3.91	9.91	19.16	7.33	20.01	6.67
2010	CO	9.4	12.16	11.82	6.72	12.02	23.03	3.89	9.86	19.11	7.28	19.97	6.63
2010	CO	9.5	12.11	11.78	6.67	11.97	22.90	3.87	9.81	19.06	7.23	19.92	6.59
2010	CO	9.6	12.06	11.73	6.63	11.93	22.78	3.85	9.77	19.01	7.18	19.88	6.54
2010	CO	9.7	12.02	11.69	6.59	11.89	22.66	3.84	9.72	18.96	7.13	19.84	6.50
2010	CO	9.8	11.97	11.65	6.55	11.85	22.54	3.82	9.67	18.91	7.09	19.80	6.46
2010	CO	9.9	11.92	11.61	6.51	11.81	22.42	3.80	9.63	18.87	7.04	19.76	6.42
2010	CO	10.0	11.88	11.57	6.47	11.77	22.31	3.78	9.59	18.82	7.00	19.72	6.38
2010	CO	10.1	11.84	11.54	6.43	11.73	22.11	3.75	9.51	18.79	6.96	19.69	6.35
2010	CO	10.2	11.81	11.51	6.40	11.70	21.92	3.72	9.43	18.75	6.92	19.66	6.32
2010	CO	10.3	11.77	11.48	6.36	11.67	21.73	3.69	9.35	18.72	6.89	19.62	6.29
2010	CO	10.4	11.74	11.44	6.33	11.64	21.55	3.66	9.28	18.68	6.85	19.59	6.25
2010	CO	10.5	11.70	11.41	6.30	11.60	21.36	3.63	9.21	18.65	6.82	19.56	6.22
2010	CO	10.6	11.67	11.38	6.27	11.57	21.18	3.60	9.13	18.62	6.79	19.53	6.19
2010	CO	10.7	11.64	11.35	6.24	11.54	21.01	3.58	9.06	18.58	6.75	19.50	6.16
2010	CO	10.8	11.61	11.32	6.20	11.51	20.84	3.55	8.99	18.55	6.72	19.47	6.13
2010	CO	10.9	11.57	11.29	6.17	11.48	20.67	3.52	8.93	18.52	6.69	19.44	6.11
2010	CO	11.0	11.54	11.27	6.15	11.46	20.50	3.50	8.86	18.49	6.66	19.41	6.08
2010	CO	11.1	11.51	11.24	6.12	11.43	20.34	3.47	8.79	18.46	6.63	19.39	6.05
2010	CO	11.2	11.48	11.21	6.09	11.40	20.18	3.44	8.73	18.43	6.60	19.36	6.02
2010	CO	11.3	11.45	11.18	6.06	11.37	20.02	3.42	8.67	18.40	6.57	19.33	6.00
2010	CO	11.4	11.42	11.16	6.03	11.35	19.87	3.39	8.60	18.37	6.54	19.31	5.97
2010	CO	11.5	11.40	11.13	6.01	11.32	19.72	3.37	8.54	18.34	6.51	19.28	5.94
2010	CO	11.6	11.37	11.11	5.98	11.29	19.57	3.35	8.48	18.31	6.49	19.26	5.92
2010	CO	11.7	11.34	11.08	5.95	11.27	19.42	3.32	8.42	18.29	6.46	19.23	5.89
2010	CO	11.8	11.31	11.06	5.93	11.24	19.28	3.30	8.37	18.26	6.43	19.21	5.87
2010	CO	11.9	11.29	11.03	5.90	11.22	19.14	3.28	8.31	18.23	6.41	19.18	5.84
2010	CO	12.0	11.26	11.01	5.88	11.20	19.00	3.26	8.25	18.21	6.38	19.16	5.82
2010	CO	12.1	11.24	10.99	5.85	11.17	18.86	3.23	8.20	18.18	6.35	19.14	5.80
2010	CO	12.2	11.21	10.96	5.83	11.15	18.72	3.21	8.14	18.16	6.33	19.11	5.77
2010	CO	12.3	11.19	10.94	5.81	11.13	18.59	3.19	8.09	18.13	6.30	19.09	5.75
2010	CO	12.4	11.16	10.92	5.78	11.10	18.46	3.17	8.04	18.11	6.28	19.07	5.73
2010	CO	12.5	11.14	10.90	5.76	11.08	18.33	3.15	7.99	18.08	6.26	19.05	5.71
2010	CO	12.6	11.12	10.88	5.74	11.06	18.21	3.13	7.93	18.06	6.23	19.02	5.69
2010	CO	12.7	11.09	10.85	5.71	11.04	18.08	3.11	7.88	18.04	6.21	19.00	5.67
2010	CO	12.8	11.07	10.83	5.69	11.02	17.96	3.09	7.84	18.01	6.19	18.98	5.64
2010	CO	12.9	11.05	10.81	5.67	11.00	17.84	3.07	7.79	17.99	6.16	18.96	5.62
2010	CO	13.0	11.03	10.79	5.65	10.98	17.72	3.05	7.74	17.97	6.14	18.94	5.60
2010	CO	13.1	11.00	10.77	5.63	10.96	17.61	3.03	7.69	17.95	6.12	18.92	5.58
2010	CO	13.2	10.98	10.75	5.61	10.94	17.49	3.02	7.65	17.93	6.10	18.90	5.56
2010	CO	13.3	10.96	10.73	5.59	10.92	17.38	3.00	7.60	17.91	6.08	18.88	5.55
2010	CO	13.4	10.94	10.72	5.57	10.90	17.27	2.98	7.56	17.89	6.06	18.86	5.53
2010	CO	13.5	10.92	10.70	5.55	10.88	17.16	2.96	7.51	17.86	6.04	18.85	5.51
2010	CO	13.6	10.90	10.68	5.53	10.86	17.05	2.95	7.47	17.84	6.02	18.83	5.49
2010	CO	13.7	10.88	10.66	5.51	10.84	16.94	2.93	7.42	17.82	6.00	18.81	5.47
2010	CO	13.8	10.86	10.64	5.49	10.82	16.84	2.91	7.38	17.80	5.98	18.79	5.45
2010	CO	13.9	10.84	10.63	5.47	10.80	16.73	2.90	7.34	17.79	5.96	18.77	5.44
2010	CO	14.0	10.82	10.61	5.46	10.79	16.63	2.88	7.30	17.77	5.94	18.76	5.42
2010	CO	14.1	10.80	10.59	5.44	10.77	16.53	2.86	7.26	17.75	5.92	18.74	5.40
2010	CO	14.2	10.78	10.57	5.42	10.75	16.43	2.85	7.22	17.73	5.90	18.72	5.38
2010	CO	14.3	10.77	10.56	5.40	10.74	16.33	2.83	7.18	17.71	5.88	18.71	5.37
2010	CO	14.4	10.75	10.54	5.39	10.72	16.24	2.82	7.14	17.69	5.87	18.69	5.35
2010	CO	14.5	10.73	10.52	5.37	10.70	16.14	2.80	7.10	17.68	5.85	18.67	5.33
2010	CO	14.6	10.71	10.51	5.35	10.69	16.05	2.79	7.06	17.66	5.83	18.66	5.32
2010	CO	14.7	10.70	10.49	5.34	10.67	15.95	2.77	7.03	17.64	5.81	18.64	5.30
2010	CO	14.8	10.68	10.48	5.32	10.65	15.86	2.76	6.99	17.62	5.80	18.63	5.29
2010	CO	14.9	10.66	10.46	5.30	10.64	15.77	2.74	6.95	17.61	5.78	18.61	5.27
2010	CO	15.0	10.65	10.45	5.29	10.62	15.68	2.73	6.92	17.59	5.76	18.59	5.26
2010	CO	15.1	10.63	10.43	5.27	10.61	15.58	2.71	6.87	17.57	5.75	18.58	5.24
2010	CO	15.2	10.61	10.42	5.26	10.60	15.48	2.70	6.83	17.56	5.73	18.57	5.23

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2010	CO	15.3	10.60	10.40	5.24	10.58	15.38	2.68	6.79	17.54	5.72	18.55	5.21
2010	CO	15.4	10.58	10.39	5.23	10.57	15.28	2.66	6.75	17.53	5.70	18.54	5.20
2010	CO	15.5	10.57	10.38	5.21	10.55	15.18	2.65	6.71	17.51	5.69	18.52	5.19
2010	CO	15.6	10.55	10.36	5.20	10.54	15.08	2.63	6.66	17.50	5.67	18.51	5.17
2010	CO	15.7	10.54	10.35	5.18	10.52	14.98	2.61	6.62	17.48	5.65	18.50	5.16
2010	CO	15.8	10.52	10.33	5.17	10.51	14.87	2.60	6.58	17.47	5.64	18.48	5.14
2010	CO	15.9	10.51	10.32	5.15	10.50	14.77	2.58	6.54	17.45	5.62	18.47	5.13
2010	CO	16.0	10.49	10.31	5.14	10.48	14.67	2.56	6.49	17.44	5.61	18.45	5.12
2010	CO	16.1	10.48	10.29	5.13	10.47	14.58	2.55	6.46	17.42	5.59	18.44	5.10
2010	CO	16.2	10.46	10.28	5.11	10.46	14.50	2.53	6.42	17.41	5.58	18.43	5.09
2010	CO	16.3	10.45	10.27	5.10	10.44	14.41	2.52	6.38	17.39	5.57	18.42	5.08
2010	CO	16.4	10.44	10.26	5.09	10.43	14.32	2.50	6.34	17.38	5.55	18.40	5.07
2010	CO	16.5	10.42	10.24	5.07	10.42	14.23	2.49	6.31	17.37	5.54	18.39	5.05
2010	CO	16.6	10.41	10.23	5.06	10.41	14.14	2.47	6.27	17.35	5.53	18.38	5.04
2010	CO	16.7	10.39	10.22	5.05	10.39	14.05	2.46	6.23	17.34	5.51	18.37	5.03
2010	CO	16.8	10.38	10.21	5.04	10.38	13.96	2.44	6.20	17.33	5.50	18.35	5.02
2010	CO	16.9	10.37	10.19	5.02	10.37	13.87	2.43	6.16	17.31	5.49	18.34	5.00
2010	CO	17.0	10.35	10.18	5.01	10.36	13.78	2.42	6.12	17.30	5.47	18.33	4.99
2010	CO	17.1	10.34	10.17	5.00	10.34	13.70	2.40	6.09	17.29	5.46	18.32	4.98
2010	CO	17.2	10.33	10.16	4.99	10.33	13.62	2.39	6.05	17.27	5.45	18.31	4.97
2010	CO	17.3	10.32	10.15	4.97	10.32	13.55	2.38	6.02	17.26	5.44	18.30	4.96
2010	CO	17.4	10.31	10.14	4.96	10.31	13.47	2.36	5.99	17.25	5.42	18.28	4.95
2010	CO	17.5	10.29	10.13	4.95	10.30	13.39	2.35	5.96	17.24	5.41	18.27	4.94
2010	CO	17.6	10.28	10.11	4.94	10.29	13.31	2.34	5.92	17.23	5.40	18.26	4.92
2010	CO	17.7	10.27	10.10	4.93	10.28	13.23	2.32	5.89	17.21	5.39	18.25	4.91
2010	CO	17.8	10.26	10.09	4.92	10.26	13.15	2.31	5.86	17.20	5.38	18.24	4.90
2010	CO	17.9	10.25	10.08	4.90	10.25	13.07	2.30	5.82	17.19	5.36	18.23	4.89
2010	CO	18.0	10.23	10.07	4.89	10.24	12.99	2.28	5.79	17.18	5.35	18.22	4.88
2010	CO	18.1	10.22	10.06	4.88	10.23	12.92	2.27	5.76	17.17	5.34	18.21	4.87
2010	CO	18.2	10.21	10.05	4.87	10.22	12.85	2.26	5.73	17.16	5.33	18.20	4.86
2010	CO	18.3	10.20	10.04	4.86	10.21	12.78	2.25	5.70	17.15	5.32	18.19	4.85
2010	CO	18.4	10.19	10.03	4.85	10.20	12.71	2.24	5.67	17.13	5.31	18.18	4.84
2010	CO	18.5	10.18	10.02	4.84	10.19	12.64	2.23	5.64	17.12	5.30	18.17	4.83
2010	CO	18.6	10.17	10.01	4.83	10.18	12.57	2.21	5.61	17.11	5.29	18.16	4.82
2010	CO	18.7	10.16	10.00	4.82	10.17	12.50	2.20	5.58	17.10	5.27	18.15	4.81
2010	CO	18.8	10.15	9.99	4.81	10.16	12.43	2.19	5.55	17.09	5.26	18.14	4.80
2010	CO	18.9	10.14	9.98	4.80	10.15	12.35	2.18	5.52	17.08	5.25	18.13	4.79
2010	CO	19.0	10.13	9.97	4.79	10.14	12.28	2.17	5.49	17.07	5.24	18.12	4.78
2010	CO	19.1	10.12	9.96	4.78	10.13	12.22	2.16	5.46	17.06	5.23	18.11	4.77
2010	CO	19.2	10.11	9.95	4.77	10.12	12.16	2.15	5.44	17.05	5.22	18.10	4.76
2010	CO	19.3	10.10	9.94	4.76	10.12	12.09	2.14	5.41	17.04	5.21	18.09	4.75
2010	CO	19.4	10.09	9.94	4.75	10.11	12.03	2.12	5.38	17.03	5.20	18.08	4.75
2010	CO	19.5	10.08	9.93	4.74	10.10	11.97	2.11	5.36	17.02	5.19	18.07	4.74
2010	CO	19.6	10.07	9.92	4.73	10.09	11.90	2.10	5.33	17.01	5.18	18.07	4.73
2010	CO	19.7	10.06	9.91	4.72	10.08	11.84	2.09	5.30	17.00	5.17	18.06	4.72
2010	CO	19.8	10.05	9.90	4.72	10.07	11.77	2.08	5.28	16.99	5.16	18.05	4.71
2010	CO	19.9	10.04	9.89	4.71	10.06	11.71	2.07	5.25	16.98	5.15	18.04	4.70
2010	CO	20.0	10.03	9.88	4.70	10.05	11.65	2.06	5.22	16.97	5.15	18.03	4.69
2010	CO	20.1	10.02	9.87	4.69	10.04	11.59	2.05	5.20	16.96	5.14	18.02	4.68
2010	CO	20.2	10.01	9.87	4.68	10.04	11.53	2.04	5.17	16.96	5.13	18.02	4.68
2010	CO	20.3	10.00	9.86	4.67	10.03	11.47	2.03	5.15	16.95	5.12	18.01	4.67
2010	CO	20.4	10.00	9.85	4.67	10.02	11.41	2.02	5.12	16.94	5.11	18.00	4.66
2010	CO	20.5	9.99	9.85	4.66	10.02	11.35	2.01	5.09	16.93	5.11	17.99	4.66
2010	CO	20.6	9.98	9.84	4.65	10.01	11.29	2.00	5.07	16.92	5.10	17.99	4.65
2010	CO	20.7	9.97	9.83	4.64	10.00	11.23	1.99	5.04	16.92	5.09	17.98	4.64
2010	CO	20.8	9.96	9.82	4.63	9.99	11.17	1.98	5.02	16.91	5.08	17.97	4.63
2010	CO	20.9	9.96	9.82	4.63	9.99	11.11	1.97	4.99	16.90	5.07	17.96	4.63
2010	CO	21.0	9.95	9.81	4.62	9.98	11.05	1.96	4.96	16.89	5.07	17.96	4.62
2010	CO	21.1	9.94	9.80	4.61	9.97	11.00	1.95	4.94	16.89	5.06	17.95	4.61
2010	CO	21.2	9.93	9.80	4.60	9.96	10.94	1.94	4.92	16.88	5.05	17.94	4.61
2010	CO	21.3	9.93	9.79	4.60	9.96	10.89	1.93	4.89	16.87	5.04	17.94	4.60
2010	CO	21.4	9.92	9.78	4.59	9.95	10.83	1.92	4.87	16.86	5.04	17.93	4.59
2010	CO	21.5	9.91	9.78	4.58	9.94	10.78	1.91	4.84	16.86	5.03	17.92	4.59
2010	CO	21.6	9.91	9.77	4.58	9.94	10.72	1.90	4.82	16.85	5.02	17.92	4.58
2010	CO	21.7	9.90	9.76	4.57	9.93	10.67	1.89	4.80	16.84	5.02	17.91	4.57
2010	CO	21.8	9.89	9.76	4.56	9.92	10.62	1.88	4.77	16.84	5.01	17.90	4.57

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2010	CO	21.9	9.88	9.75	4.55	9.92	10.56	1.87	4.75	16.83	5.00	17.90	4.56
2010	CO	22.0	9.88	9.74	4.55	9.91	10.51	1.87	4.73	16.82	4.99	17.89	4.55
2010	CO	22.1	9.87	9.74	4.54	9.90	10.46	1.86	4.70	16.82	4.99	17.89	4.55
2010	CO	22.2	9.86	9.73	4.53	9.90	10.41	1.85	4.68	16.81	4.98	17.88	4.54
2010	CO	22.3	9.86	9.72	4.53	9.89	10.36	1.84	4.66	16.80	4.97	17.87	4.54
2010	CO	22.4	9.85	9.72	4.52	9.89	10.31	1.83	4.64	16.80	4.97	17.87	4.53
2010	CO	22.5	9.84	9.71	4.51	9.88	10.26	1.82	4.62	16.79	4.96	17.86	4.52
2010	CO	22.6	9.84	9.71	4.51	9.87	10.21	1.81	4.60	16.78	4.96	17.86	4.52
2010	CO	22.7	9.83	9.70	4.50	9.87	10.16	1.80	4.57	16.78	4.95	17.85	4.51
2010	CO	22.8	9.82	9.69	4.50	9.86	10.11	1.80	4.55	16.77	4.94	17.84	4.51
2010	CO	22.9	9.82	9.69	4.49	9.86	10.06	1.79	4.53	16.76	4.94	17.84	4.50
2010	CO	23.0	9.81	9.68	4.48	9.85	10.01	1.78	4.51	16.76	4.93	17.83	4.49
2010	CO	23.1	9.81	9.68	4.48	9.84	9.97	1.77	4.49	16.75	4.92	17.83	4.49
2010	CO	23.2	9.80	9.67	4.47	9.84	9.92	1.76	4.47	16.74	4.92	17.82	4.48
2010	CO	23.3	9.79	9.67	4.46	9.83	9.87	1.76	4.45	16.74	4.91	17.81	4.48
2010	CO	23.4	9.79	9.66	4.46	9.83	9.83	1.75	4.43	16.73	4.91	17.81	4.47
2010	CO	23.5	9.78	9.65	4.45	9.82	9.78	1.74	4.41	16.73	4.90	17.80	4.47
2010	CO	23.6	9.78	9.65	4.45	9.82	9.74	1.73	4.39	16.72	4.89	17.80	4.46
2010	CO	23.7	9.77	9.64	4.44	9.81	9.69	1.72	4.37	16.71	4.89	17.79	4.45
2010	CO	23.8	9.76	9.64	4.43	9.81	9.65	1.72	4.35	16.71	4.88	17.79	4.45
2010	CO	23.9	9.76	9.63	4.43	9.80	9.60	1.71	4.33	16.70	4.88	17.78	4.44
2010	CO	24.0	9.75	9.63	4.42	9.79	9.56	1.70	4.31	16.70	4.87	17.78	4.44
2010	CO	24.1	9.75	9.62	4.42	9.79	9.52	1.69	4.29	16.69	4.86	17.77	4.43
2010	CO	24.2	9.74	9.62	4.41	9.78	9.47	1.69	4.28	16.69	4.86	17.76	4.43
2010	CO	24.3	9.73	9.61	4.41	9.78	9.43	1.68	4.26	16.68	4.85	17.76	4.42
2010	CO	24.4	9.73	9.61	4.40	9.77	9.39	1.67	4.24	16.67	4.85	17.75	4.42
2010	CO	24.5	9.72	9.60	4.39	9.77	9.35	1.67	4.22	16.67	4.84	17.75	4.41
2010	CO	24.6	9.72	9.60	4.39	9.76	9.31	1.66	4.20	16.66	4.84	17.74	4.41
2010	CO	24.7	9.71	9.59	4.38	9.76	9.26	1.65	4.18	16.66	4.83	17.74	4.40
2010	CO	24.8	9.71	9.59	4.38	9.75	9.22	1.64	4.17	16.65	4.82	17.73	4.40
2010	CO	24.9	9.70	9.58	4.37	9.75	9.18	1.64	4.15	16.65	4.82	17.73	4.39
2010	CO	25.0	9.70	9.58	4.37	9.74	9.14	1.63	4.13	16.64	4.81	17.72	4.39
2010	CO	25.1	9.69	9.57	4.36	9.74	9.10	1.62	4.11	16.64	4.81	17.72	4.38
2010	CO	25.2	9.69	9.57	4.36	9.74	9.07	1.62	4.10	16.64	4.81	17.72	4.38
2010	CO	25.3	9.69	9.57	4.36	9.74	9.03	1.61	4.08	16.63	4.80	17.72	4.38
2010	CO	25.4	9.69	9.57	4.36	9.73	8.99	1.60	4.06	16.63	4.80	17.71	4.38
2010	CO	25.5	9.68	9.56	4.35	9.73	8.96	1.60	4.05	16.63	4.80	17.71	4.37
2010	CO	25.6	9.68	9.56	4.35	9.73	8.92	1.59	4.03	16.62	4.80	17.71	4.37
2010	CO	25.7	9.68	9.56	4.35	9.73	8.89	1.58	4.01	16.62	4.79	17.71	4.37
2010	CO	25.8	9.67	9.56	4.35	9.72	8.85	1.58	4.00	16.62	4.79	17.70	4.37
2010	CO	25.9	9.67	9.55	4.34	9.72	8.81	1.57	3.98	16.62	4.79	17.70	4.36
2010	CO	26.0	9.67	9.55	4.34	9.72	8.78	1.56	3.96	16.61	4.79	17.70	4.36
2010	CO	26.1	9.67	9.55	4.34	9.72	8.74	1.56	3.95	16.61	4.78	17.70	4.36
2010	CO	26.2	9.66	9.55	4.34	9.71	8.71	1.55	3.93	16.61	4.78	17.70	4.36
2010	CO	26.3	9.66	9.55	4.33	9.71	8.68	1.55	3.92	16.61	4.78	17.69	4.36
2010	CO	26.4	9.66	9.54	4.33	9.71	8.64	1.54	3.90	16.60	4.78	17.69	4.35
2010	CO	26.5	9.66	9.54	4.33	9.71	8.61	1.53	3.89	16.60	4.77	17.69	4.35
2010	CO	26.6	9.65	9.54	4.33	9.71	8.58	1.53	3.87	16.60	4.77	17.69	4.35
2010	CO	26.7	9.65	9.54	4.32	9.70	8.54	1.52	3.86	16.60	4.77	17.68	4.35
2010	CO	26.8	9.65	9.53	4.32	9.70	8.51	1.52	3.84	16.59	4.77	17.68	4.34
2010	CO	26.9	9.65	9.53	4.32	9.70	8.48	1.51	3.83	16.59	4.76	17.68	4.34
2010	CO	27.0	9.64	9.53	4.32	9.70	8.44	1.50	3.81	16.59	4.76	17.68	4.34
2010	CO	27.1	9.64	9.53	4.31	9.69	8.41	1.50	3.80	16.59	4.76	17.68	4.34
2010	CO	27.2	9.64	9.53	4.31	9.69	8.38	1.49	3.78	16.58	4.76	17.67	4.34
2010	CO	27.3	9.64	9.52	4.31	9.69	8.35	1.49	3.77	16.58	4.75	17.67	4.33
2010	CO	27.4	9.63	9.52	4.31	9.69	8.32	1.48	3.76	16.58	4.75	17.67	4.33
2010	CO	27.5	9.63	9.52	4.30	9.69	8.29	1.48	3.74	16.58	4.75	17.67	4.33
2010	CO	27.6	9.63	9.52	4.30	9.68	8.26	1.47	3.73	16.57	4.75	17.67	4.33
2010	CO	27.7	9.63	9.52	4.30	9.68	8.23	1.46	3.71	16.57	4.74	17.66	4.33
2010	CO	27.8	9.62	9.51	4.30	9.68	8.20	1.46	3.70	16.57	4.74	17.66	4.32
2010	CO	27.9	9.62	9.51	4.29	9.68	8.17	1.45	3.68	16.57	4.74	17.66	4.32
2010	CO	28.0	9.62	9.51	4.29	9.68	8.13	1.45	3.67	16.57	4.74	17.66	4.32
2010	CO	28.1	9.62	9.51	4.29	9.67	8.11	1.44	3.66	16.56	4.74	17.66	4.32
2010	CO	28.2	9.62	9.51	4.29	9.67	8.08	1.44	3.64	16.56	4.73	17.65	4.32
2010	CO	28.3	9.61	9.50	4.29	9.67	8.05	1.43	3.63	16.56	4.73	17.65	4.31
2010	CO	28.4	9.61	9.50	4.28	9.67	8.02	1.43	3.62	16.56	4.73	17.65	4.31

Analysis Year	Pollutant					Light	Heavy Gas	Heavy Diese	Diesel	Cold Autos	Hot Autos	Cold SUVs	Hot SUVs
		SPEED	Auto	SUV	Taxi	Truck	Truck	Truck	Bus	Outbound	Inbound	Outbound	Inbound
2010	CO	28.5	9.61	9.50	4.28	9.67	7.99	1.42	3.60	16.55	4.73	17.65	4.31
2010	CO	28.6	9.61	9.50	4.28	9.66	7.96	1.42	3.59	16.55	4.72	17.65	4.31
2010	CO	28.7	9.61	9.50	4.28	9.66	7.93	1.41	3.58	16.55	4.72	17.64	4.31
2010	CO	28.8	9.60	9.49	4.27	9.66	7.90	1.41	3.56	16.55	4.72	17.64	4.30
2010	CO	28.9	9.60	9.49	4.27	9.66	7.87	1.40	3.55	16.55	4.72	17.64	4.30
2010	CO	29.0	9.60	9.49	4.27	9.66	7.85	1.40	3.54	16.54	4.72	17.64	4.30
2010	CO	29.1	9.60	9.49	4.27	9.65	7.82	1.39	3.53	16.54	4.71	17.64	4.30
2010	CO	29.2	9.59	9.49	4.27	9.65	7.79	1.39	3.51	16.54	4.71	17.63	4.30
2010	CO	29.3	9.59	9.48	4.26	9.65	7.77	1.38	3.50	16.54	4.71	17.63	4.29
2010	CO	29.4	9.59	9.48	4.26	9.65	7.74	1.38	3.49	16.54	4.71	17.63	4.29
2010	CO	29.5	9.59	9.48	4.26	9.65	7.71	1.37	3.48	16.53	4.71	17.63	4.29
2010	CO	29.6	9.59	9.48	4.26	9.65	7.68	1.37	3.46	16.53	4.70	17.63	4.29
2010	CO	29.7	9.58	9.48	4.26	9.64	7.66	1.36	3.45	16.53	4.70	17.62	4.29
2010	CO	29.8	9.58	9.47	4.25	9.64	7.63	1.36	3.44	16.53	4.70	17.62	4.28
2010	CO	29.9	9.58	9.47	4.25	9.64	7.60	1.35	3.43	16.53	4.70	17.62	4.28
2010	CO	30.0	9.58	9.47	4.25	9.64	7.58	1.35	3.42	16.52	4.70	17.62	4.28
2010	CO	30.1	9.58	9.47	4.25	9.64	7.55	1.34	3.40	16.52	4.70	17.62	4.28
2010	CO	30.2	9.58	9.47	4.25	9.64	7.53	1.34	3.39	16.53	4.70	17.62	4.28
2010	CO	30.3	9.58	9.48	4.25	9.64	7.51	1.34	3.38	16.53	4.70	17.62	4.29
2010	CO	30.4	9.58	9.48	4.25	9.64	7.49	1.33	3.37	16.53	4.70	17.63	4.29
2010	CO	30.5	9.59	9.48	4.26	9.65	7.47	1.33	3.36	16.53	4.70	17.63	4.29
2010	CO	30.6	9.59	9.48	4.26	9.65	7.45	1.32	3.35	16.53	4.71	17.63	4.29
2010	CO	30.7	9.59	9.48	4.26	9.65	7.43	1.32	3.34	16.53	4.71	17.63	4.29
2010	CO	30.8	9.59	9.48	4.26	9.65	7.41	1.32	3.33	16.54	4.71	17.63	4.29
2010	CO	30.9	9.59	9.49	4.26	9.65	7.39	1.31	3.32	16.54	4.71	17.63	4.30
2010	CO	31.0	9.60	9.49	4.26	9.65	7.36	1.31	3.31	16.54	4.71	17.64	4.30
2010	CO	31.1	9.60	9.49	4.26	9.66	7.34	1.30	3.30	16.54	4.71	17.64	4.30
2010	CO	31.2	9.60	9.49	4.26	9.66	7.32	1.30	3.29	16.54	4.72	17.64	4.30
2010	CO	31.3	9.60	9.49	4.26	9.66	7.30	1.30	3.28	16.54	4.72	17.64	4.30
2010	CO	31.4	9.60	9.49	4.26	9.66	7.28	1.29	3.27	16.55	4.72	17.64	4.30
2010	CO	31.5	9.60	9.49	4.26	9.66	7.26	1.29	3.26	16.55	4.72	17.64	4.30
2010	CO	31.6	9.60	9.50	4.27	9.66	7.24	1.28	3.25	16.55	4.72	17.64	4.31
2010	CO	31.7	9.61	9.50	4.27	9.66	7.22	1.28	3.24	16.55	4.72	17.64	4.31
2010	CO	31.8	9.61	9.50	4.27	9.67	7.20	1.28	3.23	16.55	4.73	17.65	4.31
2010	CO	31.9	9.61	9.50	4.27	9.67	7.18	1.27	3.22	16.55	4.73	17.65	4.31
2010	CO	32.0	9.61	9.50	4.27	9.67	7.17	1.27	3.22	16.56	4.73	17.65	4.31
2010	CO	32.1	9.61	9.50	4.27	9.67	7.15	1.26	3.21	16.56	4.73	17.65	4.31
2010	CO	32.2	9.61	9.50	4.27	9.67	7.13	1.26	3.20	16.56	4.73	17.65	4.31
2010	CO	32.3	9.62	9.51	4.27	9.67	7.11	1.26	3.19	16.56	4.73	17.65	4.32
2010	CO	32.4	9.62	9.51	4.27	9.67	7.09	1.25	3.18	16.56	4.74	17.65	4.32
2010	CO	32.5	9.62	9.51	4.27	9.68	7.07	1.25	3.17	16.56	4.74	17.66	4.32
2010	CO	32.6	9.62	9.51	4.27	9.68	7.05	1.25	3.16	16.57	4.74	17.66	4.32
2010	CO	32.7	9.62	9.51	4.28	9.68	7.03	1.24	3.15	16.57	4.74	17.66	4.32
2010	CO	32.8	9.62	9.51	4.28	9.68	7.02	1.24	3.14	16.57	4.74	17.66	4.32
2010	CO	32.9	9.62	9.51	4.28	9.68	7.00	1.24	3.13	16.57	4.74	17.66	4.32
2010	CO	33.0	9.63	9.52	4.28	9.68	6.98	1.23	3.12	16.57	4.74	17.66	4.33
2010	CO	33.1	9.63	9.52	4.28	9.68	6.96	1.23	3.11	16.57	4.75	17.66	4.33
2010	CO	33.2	9.63	9.52	4.28	9.69	6.94	1.23	3.11	16.57	4.75	17.67	4.33
2010	CO	33.3	9.63	9.52	4.28	9.69	6.93	1.22	3.10	16.58	4.75	17.67	4.33
2010	CO	33.4	9.63	9.52	4.28	9.69	6.91	1.22	3.09	16.58	4.75	17.67	4.33
2010	CO	33.5	9.63	9.52	4.28	9.69	6.89	1.22	3.08	16.58	4.75	17.67	4.33
2010	CO	33.6	9.63	9.52	4.28	9.69	6.87	1.21	3.07	16.58	4.75	17.67	4.33
2010	CO	33.7	9.64	9.52	4.28	9.69	6.85	1.21	3.06	16.58	4.75	17.67	4.33
2010	CO	33.8	9.64	9.52	4.29	9.69	6.84	1.20	3.06	16.58	4.76	17.67	4.34
2010	CO	33.9	9.64	9.53	4.29	9.69	6.82	1.20	3.05	16.58	4.76	17.67	4.34
2010	CO	34.0	9.64	9.53	4.29	9.70	6.80	1.20	3.04	16.59	4.76	17.68	4.34
2010	CO	34.1	9.64	9.53	4.29	9.70	6.79	1.19	3.03	16.59	4.76	17.68	4.34
2010	CO	34.2	9.64	9.53	4.29	9.70	6.77	1.19	3.02	16.59	4.76	17.68	4.34
2010	CO	34.3	9.64	9.53	4.29	9.70	6.75	1.19	3.01	16.59	4.76	17.68	4.34
2010	CO	34.4	9.65	9.53	4.29	9.70	6.74	1.19	3.01	16.59	4.76	17.68	4.34
2010	CO	34.5	9.65	9.53	4.29	9.70	6.72	1.18	3.00	16.59	4.76	17.68	4.34
2010	CO	34.6	9.65	9.53	4.29	9.70	6.70	1.18	2.99	16.59	4.77	17.68	4.35
2010	CO	34.7	9.65	9.54	4.29	9.71	6.69	1.18	2.98	16.59	4.77	17.68	4.35
2010	CO	34.8	9.65	9.54	4.29	9.71	6.67	1.17	2.97	16.60	4.77	17.69	4.35
2010	CO	34.9	9.65	9.54	4.29	9.71	6.65	1.17	2.97	16.60	4.77	17.69	4.35
2010	CO	35.0	9.65	9.54	4.30	9.71	6.64	1.17	2.96	16.60	4.77	17.69	4.35

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2010	CO	35.1	9.66	9.55	4.30	9.72	6.63	1.16	2.95	16.61	4.78	17.70	4.36
2010	CO	35.2	9.67	9.56	4.31	9.73	6.61	1.16	2.94	16.62	4.79	17.70	4.37
2010	CO	35.3	9.68	9.56	4.32	9.73	6.60	1.16	2.94	16.62	4.80	17.71	4.37
2010	CO	35.4	9.69	9.57	4.33	9.74	6.59	1.16	2.93	16.63	4.81	17.72	4.38
2010	CO	35.5	9.70	9.58	4.33	9.75	6.58	1.15	2.93	16.64	4.81	17.73	4.39
2010	CO	35.6	9.71	9.59	4.34	9.76	6.57	1.15	2.92	16.65	4.82	17.74	4.40
2010	CO	35.7	9.71	9.60	4.35	9.77	6.56	1.15	2.91	16.66	4.83	17.74	4.41
2010	CO	35.8	9.72	9.60	4.36	9.77	6.55	1.15	2.91	16.67	4.84	17.75	4.41
2010	CO	35.9	9.73	9.61	4.36	9.78	6.54	1.14	2.90	16.68	4.85	17.76	4.42
2010	CO	36.0	9.74	9.62	4.37	9.79	6.53	1.14	2.90	16.69	4.86	17.77	4.43
2010	CO	36.1	9.75	9.63	4.38	9.80	6.52	1.14	2.89	16.69	4.87	17.78	4.44
2010	CO	36.2	9.76	9.63	4.39	9.81	6.51	1.14	2.88	16.70	4.87	17.78	4.45
2010	CO	36.3	9.76	9.64	4.39	9.81	6.49	1.14	2.88	16.71	4.88	17.79	4.45
2010	CO	36.4	9.77	9.65	4.40	9.82	6.48	1.13	2.87	16.72	4.89	17.80	4.46
2010	CO	36.5	9.78	9.66	4.41	9.83	6.47	1.13	2.87	16.73	4.90	17.81	4.47
2010	CO	36.6	9.79	9.66	4.42	9.84	6.46	1.13	2.86	16.73	4.91	17.81	4.48
2010	CO	36.7	9.80	9.67	4.42	9.84	6.45	1.13	2.85	16.74	4.91	17.82	4.48
2010	CO	36.8	9.80	9.68	4.43	9.85	6.44	1.12	2.85	16.75	4.92	17.83	4.49
2010	CO	36.9	9.81	9.69	4.44	9.86	6.43	1.12	2.84	16.76	4.93	17.84	4.50
2010	CO	37.0	9.82	9.70	4.45	9.87	6.42	1.12	2.84	16.77	4.94	17.84	4.51
2010	CO	37.1	9.83	9.70	4.45	9.88	6.41	1.12	2.83	16.77	4.95	17.85	4.51
2010	CO	37.2	9.84	9.71	4.46	9.88	6.40	1.11	2.83	16.78	4.95	17.86	4.52
2010	CO	37.3	9.84	9.72	4.47	9.89	6.39	1.11	2.82	16.79	4.96	17.86	4.53
2010	CO	37.4	9.85	9.72	4.47	9.90	6.38	1.11	2.81	16.80	4.97	17.87	4.53
2010	CO	37.5	9.86	9.73	4.48	9.90	6.37	1.11	2.81	16.80	4.98	17.88	4.54
2010	CO	37.6	9.87	9.74	4.49	9.91	6.36	1.11	2.80	16.81	4.99	17.89	4.55
2010	CO	37.7	9.87	9.75	4.49	9.92	6.35	1.10	2.80	16.82	4.99	17.89	4.56
2010	CO	37.8	9.88	9.75	4.50	9.93	6.34	1.10	2.79	16.83	5.00	17.90	4.56
2010	CO	37.9	9.89	9.76	4.51	9.93	6.33	1.10	2.79	16.84	5.01	17.91	4.57
2010	CO	38.0	9.90	9.77	4.52	9.94	6.32	1.10	2.78	16.84	5.02	17.92	4.58
2010	CO	38.1	9.91	9.77	4.52	9.95	6.31	1.09	2.78	16.85	5.02	17.92	4.58
2010	CO	38.2	9.91	9.78	4.53	9.96	6.31	1.09	2.77	16.86	5.03	17.93	4.59
2010	CO	38.3	9.92	9.79	4.53	9.96	6.30	1.09	2.77	16.87	5.04	17.94	4.60
2010	CO	38.4	9.93	9.79	4.54	9.97	6.29	1.09	2.76	16.87	5.05	17.94	4.60
2010	CO	38.5	9.94	9.80	4.55	9.98	6.28	1.09	2.75	16.88	5.05	17.95	4.61
2010	CO	38.6	9.94	9.81	4.55	9.98	6.27	1.08	2.75	16.89	5.06	17.96	4.62
2010	CO	38.7	9.95	9.81	4.56	9.99	6.26	1.08	2.74	16.89	5.07	17.96	4.62
2010	CO	38.8	9.96	9.82	4.57	10.00	6.25	1.08	2.74	16.90	5.07	17.97	4.63
2010	CO	38.9	9.96	9.83	4.57	10.00	6.24	1.08	2.73	16.91	5.08	17.98	4.64
2010	CO	39.0	9.97	9.84	4.58	10.01	6.23	1.08	2.73	16.92	5.09	17.98	4.65
2010	CO	39.1	9.98	9.84	4.59	10.02	6.22	1.07	2.72	16.92	5.10	17.99	4.65
2010	CO	39.2	9.99	9.85	4.59	10.02	6.21	1.07	2.72	16.93	5.10	18.00	4.66
2010	CO	39.3	9.99	9.85	4.60	10.03	6.20	1.07	2.71	16.94	5.11	18.00	4.66
2010	CO	39.4	10.00	9.86	4.61	10.04	6.19	1.07	2.71	16.94	5.12	18.01	4.67
2010	CO	39.5	10.01	9.87	4.61	10.04	6.19	1.07	2.70	16.95	5.12	18.02	4.68
2010	CO	39.6	10.01	9.87	4.62	10.05	6.18	1.06	2.70	16.96	5.13	18.02	4.68
2010	CO	39.7	10.02	9.88	4.63	10.06	6.17	1.06	2.69	16.97	5.14	18.03	4.69
2010	CO	39.8	10.03	9.89	4.63	10.06	6.16	1.06	2.69	16.97	5.15	18.04	4.70
2010	CO	39.9	10.03	9.89	4.64	10.07	6.15	1.06	2.68	16.98	5.15	18.04	4.70
2010	CO	40.0	10.04	9.90	4.64	10.08	6.14	1.06	2.68	16.99	5.16	18.05	4.71
2010	CO	40.1	10.05	9.91	4.65	10.09	6.14	1.06	2.68	16.99	5.17	18.06	4.72
2010	CO	40.2	10.06	9.91	4.66	10.09	6.14	1.05	2.67	17.00	5.18	18.06	4.73
2010	CO	40.3	10.07	9.92	4.67	10.10	6.13	1.05	2.67	17.01	5.18	18.07	4.73
2010	CO	40.4	10.08	9.93	4.67	10.11	6.13	1.05	2.67	17.02	5.19	18.08	4.74
2010	CO	40.5	10.08	9.94	4.68	10.12	6.13	1.05	2.66	17.03	5.20	18.09	4.75
2010	CO	40.6	10.09	9.95	4.69	10.13	6.12	1.05	2.66	17.04	5.21	18.10	4.76
2010	CO	40.7	10.10	9.95	4.70	10.13	6.12	1.05	2.66	17.05	5.22	18.10	4.77
2010	CO	40.8	10.11	9.96	4.71	10.14	6.12	1.05	2.65	17.05	5.23	18.11	4.77
2010	CO	40.9	10.12	9.97	4.71	10.15	6.11	1.05	2.65	17.06	5.24	18.12	4.78
2010	CO	41.0	10.13	9.98	4.72	10.16	6.11	1.05	2.65	17.07	5.24	18.13	4.79
2010	CO	41.1	10.13	9.99	4.73	10.16	6.11	1.04	2.65	17.08	5.25	18.13	4.80
2010	CO	41.2	10.14	9.99	4.74	10.17	6.11	1.04	2.64	17.09	5.26	18.14	4.80
2010	CO	41.3	10.15	10.00	4.74	10.18	6.10	1.04	2.64	17.10	5.27	18.15	4.81
2010	CO	41.4	10.16	10.01	4.75	10.19	6.10	1.04	2.64	17.10	5.28	18.16	4.82
2010	CO	41.5	10.17	10.02	4.76	10.20	6.10	1.04	2.63	17.11	5.28	18.16	4.83
2010	CO	41.6	10.17	10.02	4.76	10.20	6.09	1.04	2.63	17.12	5.29	18.17	4.83

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2010	CO	41.7	10.18	10.03	4.77	10.21	6.09	1.04	2.63	17.13	5.30	18.18	4.84
2010	CO	41.8	10.19	10.04	4.78	10.22	6.09	1.04	2.62	17.14	5.31	18.19	4.85
2010	CO	41.9	10.20	10.05	4.79	10.23	6.09	1.03	2.62	17.14	5.32	18.19	4.86
2010	CO	42.0	10.21	10.05	4.79	10.23	6.08	1.03	2.62	17.15	5.33	18.20	4.86
2010	CO	42.1	10.21	10.06	4.80	10.24	6.08	1.03	2.62	17.16	5.33	18.21	4.87
2010	CO	42.2	10.22	10.07	4.81	10.25	6.08	1.03	2.61	17.17	5.34	18.22	4.88
2010	CO	42.3	10.23	10.08	4.81	10.26	6.07	1.03	2.61	17.18	5.35	18.22	4.89
2010	CO	42.4	10.24	10.08	4.82	10.26	6.07	1.03	2.61	17.18	5.36	18.23	4.89
2010	CO	42.5	10.25	10.09	4.83	10.27	6.07	1.03	2.61	17.19	5.36	18.24	4.90
2010	CO	42.6	10.25	10.10	4.84	10.28	6.07	1.03	2.60	17.20	5.37	18.25	4.91
2010	CO	42.7	10.26	10.10	4.84	10.29	6.06	1.03	2.60	17.21	5.38	18.25	4.91
2010	CO	42.8	10.27	10.11	4.85	10.29	6.06	1.02	2.60	17.21	5.39	18.26	4.92
2010	CO	42.9	10.28	10.12	4.86	10.30	6.06	1.02	2.59	17.22	5.39	18.27	4.93
2010	CO	43.0	10.29	10.13	4.86	10.31	6.06	1.02	2.59	17.23	5.40	18.27	4.94
2010	CO	43.1	10.29	10.13	4.87	10.32	6.05	1.02	2.59	17.24	5.41	18.28	4.94
2010	CO	43.2	10.30	10.14	4.88	10.32	6.05	1.02	2.59	17.24	5.42	18.29	4.95
2010	CO	43.3	10.31	10.15	4.88	10.33	6.05	1.02	2.58	17.25	5.42	18.29	4.96
2010	CO	43.4	10.31	10.15	4.89	10.34	6.04	1.02	2.58	17.26	5.43	18.30	4.96
2010	CO	43.5	10.32	10.16	4.90	10.34	6.04	1.02	2.58	17.27	5.44	18.31	4.97
2010	CO	43.6	10.33	10.17	4.90	10.35	6.04	1.02	2.58	17.27	5.45	18.32	4.98
2010	CO	43.7	10.34	10.17	4.91	10.36	6.04	1.02	2.57	17.28	5.45	18.32	4.98
2010	CO	43.8	10.34	10.18	4.92	10.36	6.03	1.01	2.57	17.29	5.46	18.33	4.99
2010	CO	43.9	10.35	10.19	4.92	10.37	6.03	1.01	2.57	17.30	5.47	18.34	5.00
2010	CO	44.0	10.36	10.19	4.93	10.38	6.03	1.01	2.57	17.30	5.48	18.34	5.00
2010	CO	44.1	10.37	10.20	4.94	10.38	6.03	1.01	2.56	17.31	5.48	18.35	5.01
2010	CO	44.2	10.37	10.21	4.94	10.39	6.02	1.01	2.56	17.32	5.49	18.36	5.02
2010	CO	44.3	10.38	10.21	4.95	10.40	6.02	1.01	2.56	17.33	5.50	18.36	5.02
2010	CO	44.4	10.39	10.22	4.96	10.40	6.02	1.01	2.56	17.33	5.50	18.37	5.03
2010	CO	44.5	10.39	10.23	4.96	10.41	6.02	1.01	2.55	17.34	5.51	18.38	5.04
2010	CO	44.6	10.40	10.23	4.97	10.42	6.01	1.01	2.55	17.35	5.52	18.38	5.04
2010	CO	44.7	10.41	10.24	4.97	10.42	6.01	1.01	2.55	17.35	5.53	18.39	5.05
2010	CO	44.8	10.42	10.25	4.98	10.43	6.01	1.00	2.55	17.36	5.53	18.40	5.06
2010	CO	44.9	10.42	10.25	4.99	10.44	6.01	1.00	2.54	17.37	5.54	18.40	5.06
2010	CO	45.0	10.43	10.26	4.99	10.45	6.01	1.00	2.54	17.37	5.55	18.41	5.07
2010	CO	45.1	10.44	10.27	5.00	10.45	6.01	1.00	2.54	17.38	5.56	18.42	5.08
2010	CO	45.2	10.45	10.28	5.01	10.46	6.01	1.00	2.54	17.39	5.56	18.42	5.09
2010	CO	45.3	10.45	10.28	5.02	10.47	6.02	1.00	2.54	17.40	5.57	18.43	5.09
2010	CO	45.4	10.46	10.29	5.02	10.48	6.02	1.00	2.54	17.41	5.58	18.44	5.10
2010	CO	45.5	10.47	10.30	5.03	10.49	6.03	1.00	2.54	17.42	5.59	18.45	5.11
2010	CO	45.6	10.48	10.31	5.04	10.49	6.03	1.00	2.54	17.42	5.60	18.45	5.12
2010	CO	45.7	10.49	10.31	5.05	10.50	6.04	1.00	2.54	17.43	5.61	18.46	5.12
2010	CO	45.8	10.50	10.32	5.05	10.51	6.04	1.00	2.54	17.44	5.61	18.47	5.13
2010	CO	45.9	10.50	10.33	5.06	10.52	6.04	1.00	2.54	17.45	5.62	18.48	5.14
2010	CO	46.0	10.51	10.34	5.07	10.53	6.05	1.00	2.54	17.46	5.63	18.49	5.15
2010	CO	46.1	10.52	10.35	5.08	10.53	6.05	1.00	2.53	17.47	5.64	18.49	5.16
2010	CO	46.2	10.53	10.35	5.08	10.54	6.06	1.00	2.53	17.47	5.65	18.50	5.16
2010	CO	46.3	10.54	10.36	5.09	10.55	6.06	1.00	2.53	17.48	5.66	18.51	5.17
2010	CO	46.4	10.55	10.37	5.10	10.56	6.06	1.00	2.53	17.49	5.66	18.52	5.18
2010	CO	46.5	10.55	10.38	5.11	10.56	6.07	1.00	2.53	17.50	5.67	18.52	5.19
2010	CO	46.6	10.56	10.38	5.11	10.57	6.07	1.00	2.53	17.51	5.68	18.53	5.19
2010	CO	46.7	10.57	10.39	5.12	10.58	6.08	1.00	2.53	17.51	5.69	18.54	5.20
2010	CO	46.8	10.58	10.40	5.13	10.59	6.08	1.00	2.53	17.52	5.70	18.55	5.21
2010	CO	46.9	10.59	10.41	5.13	10.59	6.08	1.00	2.53	17.53	5.70	18.55	5.22
2010	CO	47.0	10.59	10.41	5.14	10.60	6.09	1.00	2.53	17.54	5.71	18.56	5.22
2010	CO	47.1	10.60	10.42	5.15	10.61	6.09	1.00	2.53	17.55	5.72	18.57	5.23
2010	CO	47.2	10.61	10.43	5.16	10.62	6.10	1.00	2.53	17.55	5.73	18.58	5.24
2010	CO	47.3	10.62	10.43	5.16	10.62	6.10	1.00	2.53	17.56	5.74	18.58	5.24
2010	CO	47.4	10.62	10.44	5.17	10.63	6.11	1.00	2.53	17.57	5.74	18.59	5.25
2010	CO	47.5	10.63	10.45	5.18	10.64	6.11	1.00	2.53	17.58	5.75	18.60	5.26
2010	CO	47.6	10.64	10.46	5.18	10.65	6.11	1.00	2.53	17.59	5.76	18.60	5.27
2010	CO	47.7	10.65	10.46	5.19	10.65	6.12	1.00	2.53	17.59	5.77	18.61	5.27
2010	CO	47.8	10.66	10.47	5.20	10.66	6.12	1.00	2.53	17.60	5.77	18.62	5.28
2010	CO	47.9	10.66	10.48	5.21	10.67	6.13	1.00	2.53	17.61	5.78	18.63	5.29
2010	CO	48.0	10.67	10.49	5.21	10.68	6.13	1.00	2.53	17.62	5.79	18.63	5.30
2010	CO	48.1	10.68	10.49	5.22	10.68	6.13	1.00	2.53	17.62	5.80	18.64	5.30
2010	CO	48.2	10.69	10.50	5.23	10.69	6.14	1.00	2.53	17.63	5.80	18.65	5.31

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2010	CO	48.3	10.69	10.51	5.23	10.70	6.14	1.00	2.53	17.64	5.81	18.65	5.32
2010	CO	48.4	10.70	10.51	5.24	10.70	6.14	1.00	2.53	17.65	5.82	18.66	5.32
2010	CO	48.5	10.71	10.52	5.25	10.71	6.15	1.00	2.53	17.65	5.83	18.67	5.33
2010	CO	48.6	10.72	10.53	5.25	10.72	6.15	1.00	2.53	17.66	5.83	18.67	5.34
2010	CO	48.7	10.72	10.53	5.26	10.72	6.16	1.00	2.52	17.67	5.84	18.68	5.34
2010	CO	48.8	10.73	10.54	5.26	10.73	6.16	1.00	2.52	17.68	5.85	18.69	5.35
2010	CO	48.9	10.74	10.55	5.27	10.74	6.16	1.00	2.52	17.68	5.86	18.70	5.36
2010	CO	49.0	10.75	10.55	5.28	10.75	6.17	1.00	2.52	17.69	5.86	18.70	5.36
2010	CO	49.1	10.75	10.56	5.28	10.75	6.17	1.00	2.52	17.70	5.87	18.71	5.37
2010	CO	49.2	10.76	10.57	5.29	10.76	6.17	1.00	2.52	17.71	5.88	18.72	5.38
2010	CO	49.3	10.77	10.57	5.30	10.77	6.18	1.00	2.52	17.71	5.88	18.72	5.38
2010	CO	49.4	10.77	10.58	5.30	10.77	6.18	1.00	2.52	17.72	5.89	18.73	5.39
2010	CO	49.5	10.78	10.59	5.31	10.78	6.19	1.00	2.52	17.73	5.90	18.74	5.40
2010	CO	49.6	10.79	10.59	5.32	10.79	6.19	0.99	2.52	17.73	5.91	18.74	5.40
2010	CO	49.7	10.80	10.60	5.32	10.79	6.19	0.99	2.52	17.74	5.91	18.75	5.41
2010	CO	49.8	10.80	10.61	5.33	10.80	6.20	0.99	2.52	17.75	5.92	18.76	5.42
2010	CO	49.9	10.81	10.61	5.34	10.81	6.20	0.99	2.52	17.75	5.93	18.76	5.42
2010	CO	50.0	10.82	10.62	5.34	10.81	6.20	0.99	2.52	17.76	5.93	18.77	5.43
2010	CO	50.1	10.83	10.63	5.35	10.82	6.22	0.99	2.52	17.77	5.94	18.78	5.44
2010	CO	50.2	10.83	10.64	5.36	10.83	6.23	1.00	2.52	17.78	5.95	18.78	5.45
2010	CO	50.3	10.84	10.64	5.37	10.84	6.24	1.00	2.53	17.79	5.96	18.79	5.45
2010	CO	50.4	10.85	10.65	5.37	10.84	6.25	1.00	2.53	17.80	5.97	18.80	5.46
2010	CO	50.5	10.86	10.66	5.38	10.85	6.26	1.00	2.53	17.80	5.98	18.81	5.47
2010	CO	50.6	10.87	10.67	5.39	10.86	6.28	1.00	2.53	17.81	5.98	18.82	5.48
2010	CO	50.7	10.88	10.67	5.40	10.87	6.29	1.00	2.53	17.82	5.99	18.82	5.48
2010	CO	50.8	10.88	10.68	5.40	10.88	6.30	1.00	2.54	17.83	6.00	18.83	5.49
2010	CO	50.9	10.89	10.69	5.41	10.88	6.31	1.00	2.54	17.84	6.01	18.84	5.50
2010	CO	51.0	10.90	10.70	5.42	10.89	6.33	1.00	2.54	17.85	6.02	18.85	5.51
2010	CO	51.1	10.91	10.71	5.43	10.90	6.34	1.00	2.54	17.85	6.03	18.85	5.52
2010	CO	51.2	10.92	10.71	5.43	10.91	6.35	1.00	2.55	17.86	6.03	18.86	5.52
2010	CO	51.3	10.93	10.72	5.44	10.92	6.36	1.00	2.55	17.87	6.04	18.87	5.53
2010	CO	51.4	10.93	10.73	5.45	10.92	6.37	1.01	2.55	17.88	6.05	18.88	5.54
2010	CO	51.5	10.94	10.74	5.45	10.93	6.38	1.01	2.55	17.89	6.06	18.88	5.55
2010	CO	51.6	10.95	10.74	5.46	10.94	6.40	1.01	2.55	17.89	6.07	18.89	5.55
2010	CO	51.7	10.96	10.75	5.47	10.95	6.41	1.01	2.56	17.90	6.07	18.90	5.56
2010	CO	51.8	10.97	10.76	5.48	10.95	6.42	1.01	2.56	17.91	6.08	18.91	5.57
2010	CO	51.9	10.97	10.77	5.48	10.96	6.43	1.01	2.56	17.92	6.09	18.91	5.58
2010	CO	52.0	10.98	10.77	5.49	10.97	6.44	1.01	2.56	17.93	6.10	18.92	5.58
2010	CO	52.1	10.99	10.78	5.50	10.98	6.45	1.01	2.56	17.93	6.11	18.93	5.59
2010	CO	52.2	11.00	10.79	5.50	10.98	6.47	1.01	2.56	17.94	6.11	18.94	5.60
2010	CO	52.3	11.00	10.79	5.51	10.99	6.48	1.01	2.57	17.95	6.12	18.94	5.60
2010	CO	52.4	11.01	10.80	5.52	11.00	6.49	1.01	2.57	17.96	6.13	18.95	5.61
2010	CO	52.5	11.02	10.81	5.53	11.01	6.50	1.01	2.57	17.96	6.14	18.96	5.62
2010	CO	52.6	11.03	10.82	5.53	11.01	6.51	1.01	2.57	17.97	6.15	18.96	5.63
2010	CO	52.7	11.03	10.82	5.54	11.02	6.52	1.02	2.57	17.98	6.15	18.97	5.63
2010	CO	52.8	11.04	10.83	5.55	11.03	6.53	1.02	2.58	17.99	6.16	18.98	5.64
2010	CO	52.9	11.05	10.84	5.55	11.03	6.54	1.02	2.58	18.00	6.17	18.99	5.65
2010	CO	53.0	11.06	10.85	5.56	11.04	6.56	1.02	2.58	18.00	6.18	18.99	5.66
2010	CO	53.1	11.07	10.85	5.57	11.05	6.57	1.02	2.58	18.01	6.18	19.00	5.66
2010	CO	53.2	11.07	10.86	5.57	11.06	6.58	1.02	2.58	18.02	6.19	19.01	5.67
2010	CO	53.3	11.08	10.87	5.58	11.06	6.59	1.02	2.59	18.03	6.20	19.01	5.68
2010	CO	53.4	11.09	10.87	5.59	11.07	6.60	1.02	2.59	18.03	6.21	19.02	5.68
2010	CO	53.5	11.10	10.88	5.59	11.08	6.61	1.02	2.59	18.04	6.21	19.03	5.69
2010	CO	53.6	11.10	10.89	5.60	11.08	6.62	1.02	2.59	18.05	6.22	19.04	5.70
2010	CO	53.7	11.11	10.89	5.61	11.09	6.63	1.02	2.59	18.06	6.23	19.04	5.70
2010	CO	53.8	11.12	10.90	5.61	11.10	6.64	1.02	2.60	18.06	6.24	19.05	5.71
2010	CO	53.9	11.13	10.91	5.62	11.11	6.65	1.02	2.60	18.07	6.24	19.06	5.72
2010	CO	54.0	11.13	10.91	5.63	11.11	6.67	1.03	2.60	18.08	6.25	19.06	5.73
2010	CO	54.1	11.14	10.92	5.63	11.12	6.68	1.03	2.60	18.09	6.26	19.07	5.73
2010	CO	54.2	11.15	10.93	5.64	11.13	6.69	1.03	2.60	18.09	6.27	19.08	5.74
2010	CO	54.3	11.15	10.93	5.65	11.13	6.70	1.03	2.60	18.10	6.27	19.08	5.74
2010	CO	54.4	11.16	10.94	5.65	11.14	6.71	1.03	2.61	18.11	6.28	19.09	5.75
2010	CO	54.5	11.17	10.95	5.66	11.15	6.72	1.03	2.61	18.11	6.29	19.10	5.76
2010	CO	54.6	11.18	10.95	5.67	11.15	6.73	1.03	2.61	18.12	6.29	19.10	5.76
2010	CO	54.7	11.18	10.96	5.67	11.16	6.74	1.03	2.61	18.13	6.30	19.11	5.77
2010	CO	54.8	11.19	10.97	5.68	11.17	6.75	1.03	2.61	18.14	6.31	19.12	5.78

Analysis Year	Pollutant					Light	Heavy Gas	Heavy Diese	Diesel	Cold Autos	Hot Autos	Cold SUVs	Hot SUVs
		SPEED	Auto	SUV	Taxi	Truck	Truck	Truck	Bus	Outbound	Inbound	Outbound	Inbound
2010	CO	54.9	11.20	10.97	5.69	11.17	6.76	1.03	2.62	18.14	6.31	19.12	5.78
2010	CO	55.0	11.21	10.98	5.69	11.18	6.77	1.03	2.62	18.15	6.32	19.13	5.79

Table T6-2
CO Emission Factors for 2025

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diesel Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2025	CO	**0.00**	46.61	40.78	46.88	41.57	85.10	3.11	7.39	62.57	35.46	56.43	30.75
2025	CO	0.0	18.64	16.31	18.75	16.63	34.04	1.24	2.96	25.03	14.18	22.57	12.30
2025	CO	2.5	18.64	16.31	18.75	16.63	34.04	1.24	2.96	25.03	14.18	22.57	12.30
2025	CO	2.6	18.15	15.90	18.11	16.21	33.51	1.23	2.92	24.54	13.69	22.16	11.89
2025	CO	2.7	17.70	15.52	17.51	15.82	33.02	1.21	2.88	24.09	13.24	21.78	11.51
2025	CO	2.8	17.28	15.17	16.96	15.46	32.57	1.20	2.84	23.66	12.82	21.43	11.16
2025	CO	2.9	16.89	14.84	16.44	15.13	32.15	1.18	2.81	23.27	12.43	21.10	10.83
2025	CO	3.0	16.52	14.53	15.96	14.81	31.76	1.17	2.78	22.91	12.06	20.79	10.52
2025	CO	3.1	16.18	14.25	15.51	14.52	31.39	1.16	2.75	22.57	11.72	20.51	10.24
2025	CO	3.2	15.86	13.98	15.09	14.25	31.05	1.14	2.72	22.25	11.40	20.24	9.97
2025	CO	3.3	15.56	13.73	14.69	13.99	30.72	1.13	2.69	21.94	11.10	19.99	9.72
2025	CO	3.4	15.28	13.49	14.32	13.75	30.42	1.12	2.67	21.66	10.82	19.75	9.48
2025	CO	3.5	15.01	13.27	13.96	13.52	30.13	1.11	2.65	21.39	10.55	19.53	9.26
2025	CO	3.6	14.76	13.05	13.63	13.30	29.86	1.10	2.63	21.14	10.30	19.31	9.04
2025	CO	3.7	14.52	12.85	13.32	13.10	29.60	1.10	2.61	20.90	10.06	19.11	8.84
2025	CO	3.8	14.29	12.66	13.02	12.90	29.36	1.09	2.59	20.68	9.83	18.92	8.65
2025	CO	3.9	14.08	12.49	12.73	12.72	29.13	1.08	2.57	20.46	9.62	18.74	8.47
2025	CO	4.0	13.87	12.31	12.47	12.55	28.91	1.07	2.55	20.26	9.41	18.57	8.30
2025	CO	4.1	13.68	12.15	12.21	12.38	28.70	1.07	2.53	20.06	9.22	18.41	8.14
2025	CO	4.2	13.50	12.00	11.97	12.22	28.50	1.06	2.52	19.88	9.04	18.26	7.99
2025	CO	4.3	13.32	11.85	11.74	12.07	28.31	1.05	2.50	19.70	8.86	18.11	7.84
2025	CO	4.4	13.15	11.71	11.51	11.93	28.13	1.05	2.49	19.54	8.69	17.97	7.70
2025	CO	4.5	12.99	11.57	11.30	11.79	27.96	1.04	2.48	19.37	8.53	17.83	7.56
2025	CO	4.6	12.84	11.45	11.10	11.66	27.79	1.04	2.46	19.22	8.38	17.70	7.43
2025	CO	4.7	12.69	11.32	10.91	11.53	27.63	1.03	2.45	19.07	8.23	17.58	7.31
2025	CO	4.8	12.55	11.20	10.72	11.41	27.48	1.03	2.44	18.93	8.09	17.46	7.19
2025	CO	4.9	12.41	11.09	10.54	11.30	27.34	1.02	2.43	18.80	7.95	17.35	7.08
2025	CO	5.0	12.28	10.98	10.37	11.19	27.20	1.02	2.41	18.67	7.82	17.24	6.97
2025	CO	5.1	12.17	10.88	10.22	11.08	26.84	1.00	2.39	18.55	7.71	17.14	6.87
2025	CO	5.2	12.06	10.79	10.07	10.99	26.50	0.99	2.36	18.44	7.60	17.05	6.78
2025	CO	5.3	11.95	10.69	9.93	10.89	26.17	0.98	2.33	18.33	7.49	16.95	6.68
2025	CO	5.4	11.85	10.61	9.79	10.80	25.85	0.97	2.30	18.23	7.39	16.86	6.59
2025	CO	5.5	11.75	10.52	9.66	10.72	25.54	0.96	2.28	18.13	7.29	16.78	6.51
2025	CO	5.6	11.65	10.44	9.53	10.63	25.25	0.95	2.25	18.03	7.19	16.70	6.43
2025	CO	5.7	11.56	10.36	9.41	10.55	24.96	0.94	2.23	17.94	7.10	16.62	6.35
2025	CO	5.8	11.47	10.28	9.29	10.47	24.69	0.93	2.21	17.85	7.01	16.54	6.27
2025	CO	5.9	11.38	10.21	9.17	10.40	24.42	0.92	2.19	17.77	6.92	16.47	6.20
2025	CO	6.0	11.30	10.13	9.06	10.32	24.16	0.91	2.16	17.68	6.84	16.39	6.12
2025	CO	6.1	11.22	10.06	8.96	10.25	23.91	0.90	2.14	17.60	6.76	16.32	6.05
2025	CO	6.2	11.14	10.00	8.85	10.18	23.67	0.89	2.12	17.52	6.68	16.26	5.99
2025	CO	6.3	11.06	9.93	8.75	10.12	23.44	0.89	2.11	17.45	6.60	16.19	5.92
2025	CO	6.4	10.99	9.87	8.65	10.05	23.21	0.88	2.09	17.37	6.53	16.13	5.86
2025	CO	6.5	10.92	9.81	8.56	9.99	23.00	0.87	2.07	17.30	6.46	16.07	5.80
2025	CO	6.6	10.85	9.75	8.47	9.93	22.78	0.86	2.05	17.23	6.39	16.01	5.74
2025	CO	6.7	10.78	9.69	8.38	9.87	22.58	0.86	2.03	17.17	6.32	15.95	5.68
2025	CO	6.8	10.72	9.64	8.29	9.81	22.38	0.85	2.02	17.10	6.26	15.90	5.63
2025	CO	6.9	10.66	9.58	8.21	9.76	22.18	0.84	2.00	17.04	6.20	15.84	5.57
2025	CO	7.0	10.59	9.53	8.13	9.71	22.00	0.84	1.99	16.98	6.13	15.79	5.52
2025	CO	7.1	10.53	9.48	8.05	9.65	21.81	0.83	1.97	16.92	6.07	15.74	5.47
2025	CO	7.2	10.48	9.43	7.97	9.60	21.63	0.82	1.96	16.86	6.02	15.69	5.42
2025	CO	7.3	10.42	9.38	7.90	9.55	21.46	0.82	1.94	16.80	5.96	15.64	5.37
2025	CO	7.4	10.37	9.33	7.83	9.51	21.29	0.81	1.93	16.75	5.91	15.59	5.32
2025	CO	7.5	10.31	9.29	7.75	9.46	21.13	0.81	1.91	16.70	5.85	15.55	5.28
2025	CO	7.6	10.26	9.24	7.69	9.41	20.97	0.80	1.90	16.64	5.80	15.50	5.23
2025	CO	7.7	10.21	9.20	7.62	9.37	20.81	0.79	1.89	16.59	5.75	15.46	5.19
2025	CO	7.8	10.16	9.16	7.55	9.33	20.66	0.79	1.88	16.54	5.70	15.42	5.15
2025	CO	7.9	10.11	9.12	7.49	9.28	20.51	0.78	1.86	16.50	5.65	15.37	5.10
2025	CO	8.0	10.07	9.08	7.43	9.24	20.37	0.78	1.85	16.45	5.61	15.33	5.06
2025	CO	8.1	10.02	9.04	7.37	9.20	20.23	0.77	1.84	16.40	5.56	15.30	5.03
2025	CO	8.2	9.98	9.00	7.31	9.16	20.09	0.77	1.83	16.36	5.52	15.26	4.99
2025	CO	8.3	9.93	8.96	7.25	9.13	19.96	0.76	1.82	16.32	5.47	15.22	4.95
2025	CO	8.4	9.89	8.92	7.19	9.09	19.83	0.76	1.81	16.27	5.43	15.18	4.91
2025	CO	8.5	9.85	8.89	7.14	9.05	19.70	0.76	1.80	16.23	5.39	15.15	4.88
2025	CO	8.6	9.81	8.85	7.09	9.02	19.58	0.75	1.79	16.19	5.35	15.11	4.84

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2025	CO	8.7	9.77	8.82	7.03	8.98	19.45	0.75	1.78	16.15	5.31	15.08	4.81
2025	CO	8.8	9.73	8.79	6.98	8.95	19.34	0.74	1.77	16.11	5.27	15.05	4.78
2025	CO	8.9	9.69	8.75	6.93	8.91	19.22	0.74	1.76	16.08	5.23	15.01	4.74
2025	CO	9.0	9.66	8.72	6.88	8.88	19.11	0.74	1.75	16.04	5.20	14.98	4.71
2025	CO	9.1	9.62	8.69	6.83	8.85	18.99	0.73	1.74	16.00	5.16	14.95	4.68
2025	CO	9.2	9.58	8.66	6.79	8.82	18.89	0.73	1.73	15.97	5.12	14.92	4.65
2025	CO	9.3	9.55	8.63	6.74	8.79	18.78	0.72	1.72	15.93	5.09	14.89	4.62
2025	CO	9.4	9.52	8.60	6.70	8.76	18.68	0.72	1.71	15.90	5.06	14.86	4.59
2025	CO	9.5	9.48	8.57	6.65	8.73	18.57	0.72	1.70	15.87	5.02	14.83	4.56
2025	CO	9.6	9.45	8.55	6.61	8.70	18.47	0.71	1.70	15.83	4.99	14.81	4.53
2025	CO	9.7	9.42	8.52	6.57	8.67	18.38	0.71	1.69	15.80	4.96	14.78	4.51
2025	CO	9.8	9.39	8.49	6.53	8.65	18.28	0.71	1.68	15.77	4.93	14.75	4.48
2025	CO	9.9	9.36	8.47	6.49	8.62	18.19	0.70	1.67	15.74	4.90	14.72	4.45
2025	CO	10.0	9.33	8.44	6.45	8.59	18.09	0.70	1.67	15.71	4.87	14.70	4.43
2025	CO	10.1	9.30	8.42	6.41	8.57	17.94	0.69	1.65	15.68	4.84	14.68	4.41
2025	CO	10.2	9.27	8.39	6.38	8.55	17.78	0.69	1.64	15.66	4.81	14.65	4.38
2025	CO	10.3	9.25	8.37	6.34	8.52	17.63	0.68	1.62	15.63	4.79	14.63	4.36
2025	CO	10.4	9.23	8.35	6.31	8.50	17.47	0.68	1.61	15.61	4.77	14.61	4.34
2025	CO	10.5	9.20	8.33	6.28	8.48	17.33	0.67	1.60	15.58	4.74	14.59	4.32
2025	CO	10.6	9.18	8.31	6.25	8.46	17.18	0.67	1.59	15.56	4.72	14.57	4.30
2025	CO	10.7	9.15	8.28	6.21	8.44	17.04	0.66	1.57	15.54	4.69	14.54	4.27
2025	CO	10.8	9.13	8.26	6.18	8.42	16.90	0.66	1.56	15.52	4.67	14.52	4.25
2025	CO	10.9	9.11	8.24	6.15	8.40	16.76	0.65	1.55	15.49	4.65	14.50	4.23
2025	CO	11.0	9.09	8.22	6.12	8.38	16.63	0.65	1.54	15.47	4.63	14.48	4.21
2025	CO	11.1	9.07	8.21	6.10	8.36	16.50	0.64	1.53	15.45	4.61	14.46	4.19
2025	CO	11.2	9.04	8.19	6.07	8.34	16.37	0.64	1.52	15.43	4.58	14.45	4.18
2025	CO	11.3	9.02	8.17	6.04	8.32	16.24	0.63	1.51	15.41	4.56	14.43	4.16
2025	CO	11.4	9.00	8.15	6.01	8.30	16.11	0.63	1.49	15.39	4.54	14.41	4.14
2025	CO	11.5	8.98	8.13	5.98	8.28	15.99	0.62	1.48	15.37	4.52	14.39	4.12
2025	CO	11.6	8.96	8.11	5.96	8.26	15.87	0.62	1.47	15.35	4.50	14.37	4.10
2025	CO	11.7	8.94	8.10	5.93	8.25	15.75	0.62	1.46	15.33	4.48	14.36	4.09
2025	CO	11.8	8.92	8.08	5.91	8.23	15.63	0.61	1.45	15.31	4.46	14.34	4.07
2025	CO	11.9	8.91	8.06	5.88	8.21	15.52	0.61	1.44	15.29	4.45	14.32	4.05
2025	CO	12.0	8.89	8.05	5.86	8.19	15.41	0.60	1.43	15.27	4.43	14.31	4.03
2025	CO	12.1	8.87	8.03	5.83	8.18	15.30	0.60	1.42	15.25	4.41	14.29	4.02
2025	CO	12.2	8.85	8.01	5.81	8.16	15.19	0.60	1.41	15.24	4.39	14.27	4.00
2025	CO	12.3	8.83	8.00	5.78	8.14	15.08	0.59	1.41	15.22	4.37	14.26	3.99
2025	CO	12.4	8.82	7.98	5.76	8.13	14.97	0.59	1.40	15.20	4.36	14.24	3.97
2025	CO	12.5	8.80	7.97	5.74	8.11	14.87	0.58	1.39	15.18	4.34	14.23	3.96
2025	CO	12.6	8.78	7.95	5.72	8.10	14.77	0.58	1.38	15.17	4.32	14.21	3.94
2025	CO	12.7	8.77	7.94	5.69	8.08	14.67	0.58	1.37	15.15	4.31	14.20	3.93
2025	CO	12.8	8.75	7.92	5.67	8.07	14.57	0.57	1.36	15.13	4.29	14.18	3.91
2025	CO	12.9	8.73	7.91	5.65	8.05	14.47	0.57	1.35	15.12	4.27	14.17	3.90
2025	CO	13.0	8.72	7.89	5.63	8.04	14.37	0.57	1.34	15.10	4.26	14.15	3.88
2025	CO	13.1	8.70	7.88	5.61	8.03	14.28	0.56	1.34	15.09	4.24	14.14	3.87
2025	CO	13.2	8.69	7.87	5.59	8.01	14.19	0.56	1.33	15.07	4.23	14.13	3.86
2025	CO	13.3	8.67	7.85	5.57	8.00	14.09	0.56	1.32	15.06	4.21	14.11	3.84
2025	CO	13.4	8.66	7.84	5.55	7.98	14.00	0.55	1.31	15.04	4.20	14.10	3.83
2025	CO	13.5	8.64	7.83	5.53	7.97	13.91	0.55	1.30	15.03	4.18	14.09	3.82
2025	CO	13.6	8.63	7.81	5.51	7.96	13.83	0.55	1.30	15.01	4.17	14.07	3.80
2025	CO	13.7	8.61	7.80	5.49	7.95	13.74	0.54	1.29	15.00	4.15	14.06	3.79
2025	CO	13.8	8.60	7.79	5.47	7.93	13.65	0.54	1.28	14.98	4.14	14.05	3.78
2025	CO	13.9	8.59	7.78	5.45	7.92	13.57	0.54	1.28	14.97	4.13	14.04	3.77
2025	CO	14.0	8.57	7.76	5.44	7.91	13.49	0.53	1.27	14.96	4.11	14.02	3.75
2025	CO	14.1	8.56	7.75	5.42	7.90	13.41	0.53	1.26	14.94	4.10	14.01	3.74
2025	CO	14.2	8.55	7.74	5.40	7.88	13.33	0.53	1.25	14.93	4.09	14.00	3.73
2025	CO	14.3	8.53	7.73	5.38	7.87	13.25	0.52	1.25	14.92	4.07	13.99	3.72
2025	CO	14.4	8.52	7.72	5.36	7.86	13.17	0.52	1.24	14.90	4.06	13.98	3.71
2025	CO	14.5	8.51	7.71	5.35	7.85	13.09	0.52	1.23	14.89	4.05	13.97	3.70
2025	CO	14.6	8.50	7.69	5.33	7.84	13.01	0.52	1.23	14.88	4.04	13.95	3.68
2025	CO	14.7	8.48	7.68	5.31	7.83	12.94	0.51	1.22	14.87	4.02	13.94	3.67
2025	CO	14.8	8.47	7.67	5.30	7.81	12.86	0.51	1.21	14.86	4.01	13.93	3.66
2025	CO	14.9	8.46	7.66	5.28	7.80	12.79	0.51	1.21	14.84	4.00	13.92	3.65
2025	CO	15.0	8.45	7.65	5.27	7.79	12.72	0.51	1.20	14.83	3.99	13.91	3.64
2025	CO	15.1	8.44	7.64	5.25	7.78	12.64	0.50	1.19	14.82	3.98	13.90	3.63
2025	CO	15.2	8.43	7.63	5.24	7.77	12.56	0.50	1.19	14.81	3.97	13.89	3.62

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2025	CO	15.3	8.41	7.62	5.22	7.76	12.47	0.50	1.18	14.80	3.95	13.88	3.61
2025	CO	15.4	8.40	7.61	5.21	7.75	12.39	0.49	1.17	14.79	3.94	13.87	3.60
2025	CO	15.5	8.39	7.60	5.19	7.74	12.31	0.49	1.16	14.78	3.93	13.86	3.59
2025	CO	15.6	8.38	7.59	5.18	7.73	12.23	0.49	1.16	14.77	3.92	13.85	3.58
2025	CO	15.7	8.37	7.58	5.16	7.72	12.15	0.48	1.15	14.75	3.91	13.84	3.57
2025	CO	15.8	8.36	7.57	5.15	7.71	12.06	0.48	1.14	14.74	3.90	13.83	3.56
2025	CO	15.9	8.35	7.56	5.13	7.70	11.98	0.48	1.14	14.73	3.89	13.82	3.55
2025	CO	16.0	8.34	7.55	5.12	7.69	11.90	0.47	1.13	14.72	3.88	13.81	3.54
2025	CO	16.1	8.33	7.54	5.11	7.68	11.83	0.47	1.12	14.71	3.87	13.80	3.53
2025	CO	16.2	8.32	7.53	5.09	7.67	11.76	0.47	1.12	14.70	3.86	13.79	3.52
2025	CO	16.3	8.31	7.53	5.08	7.67	11.68	0.47	1.11	14.69	3.85	13.79	3.52
2025	CO	16.4	8.30	7.52	5.07	7.66	11.61	0.46	1.10	14.68	3.84	13.78	3.51
2025	CO	16.5	8.29	7.51	5.05	7.65	11.54	0.46	1.10	14.67	3.83	13.77	3.50
2025	CO	16.6	8.28	7.50	5.04	7.64	11.47	0.46	1.09	14.66	3.82	13.76	3.49
2025	CO	16.7	8.27	7.49	5.03	7.63	11.40	0.46	1.08	14.65	3.81	13.75	3.48
2025	CO	16.8	8.26	7.48	5.01	7.62	11.32	0.45	1.08	14.64	3.80	13.74	3.47
2025	CO	16.9	8.25	7.47	5.00	7.61	11.25	0.45	1.07	14.63	3.79	13.73	3.46
2025	CO	17.0	8.24	7.47	4.99	7.60	11.18	0.45	1.06	14.62	3.78	13.73	3.46
2025	CO	17.1	8.23	7.46	4.98	7.60	11.11	0.44	1.06	14.62	3.77	13.72	3.45
2025	CO	17.2	8.22	7.45	4.97	7.59	11.05	0.44	1.05	14.61	3.76	13.71	3.44
2025	CO	17.3	8.21	7.44	4.95	7.58	10.99	0.44	1.05	14.60	3.75	13.70	3.43
2025	CO	17.4	8.21	7.43	4.94	7.57	10.92	0.44	1.04	14.59	3.75	13.69	3.42
2025	CO	17.5	8.20	7.43	4.93	7.56	10.86	0.44	1.03	14.58	3.74	13.69	3.42
2025	CO	17.6	8.19	7.42	4.92	7.56	10.79	0.43	1.03	14.57	3.73	13.68	3.41
2025	CO	17.7	8.18	7.41	4.91	7.55	10.73	0.43	1.02	14.56	3.72	13.67	3.40
2025	CO	17.8	8.17	7.40	4.90	7.54	10.67	0.43	1.02	14.56	3.71	13.66	3.39
2025	CO	17.9	8.16	7.40	4.88	7.53	10.60	0.43	1.01	14.55	3.70	13.66	3.38
2025	CO	18.0	8.15	7.39	4.87	7.53	10.54	0.42	1.01	14.54	3.69	13.65	3.38
2025	CO	18.1	8.15	7.38	4.86	7.52	10.48	0.42	1.00	14.53	3.69	13.64	3.37
2025	CO	18.2	8.14	7.37	4.85	7.51	10.42	0.42	0.99	14.52	3.68	13.63	3.36
2025	CO	18.3	8.13	7.37	4.84	7.50	10.36	0.42	0.99	14.51	3.67	13.63	3.36
2025	CO	18.4	8.12	7.36	4.83	7.50	10.31	0.41	0.98	14.51	3.66	13.62	3.35
2025	CO	18.5	8.12	7.35	4.82	7.49	10.25	0.41	0.98	14.50	3.66	13.61	3.34
2025	CO	18.6	8.11	7.35	4.81	7.48	10.19	0.41	0.97	14.49	3.65	13.61	3.34
2025	CO	18.7	8.10	7.34	4.80	7.48	10.14	0.41	0.97	14.48	3.64	13.60	3.33
2025	CO	18.8	8.09	7.33	4.79	7.47	10.08	0.41	0.96	14.48	3.63	13.59	3.32
2025	CO	18.9	8.08	7.33	4.78	7.46	10.02	0.40	0.96	14.47	3.62	13.59	3.31
2025	CO	19.0	8.08	7.32	4.77	7.46	9.96	0.40	0.95	14.46	3.62	13.58	3.31
2025	CO	19.1	8.07	7.31	4.76	7.45	9.91	0.40	0.95	14.45	3.61	13.57	3.30
2025	CO	19.2	8.06	7.31	4.75	7.44	9.86	0.40	0.94	14.45	3.60	13.57	3.30
2025	CO	19.3	8.06	7.30	4.74	7.44	9.81	0.40	0.94	14.44	3.60	13.56	3.29
2025	CO	19.4	8.05	7.29	4.73	7.43	9.76	0.39	0.94	14.43	3.59	13.55	3.28
2025	CO	19.5	8.04	7.29	4.72	7.42	9.70	0.39	0.93	14.43	3.58	13.55	3.28
2025	CO	19.6	8.04	7.28	4.71	7.42	9.65	0.39	0.93	14.42	3.58	13.54	3.27
2025	CO	19.7	8.03	7.28	4.70	7.41	9.60	0.39	0.92	14.41	3.57	13.53	3.26
2025	CO	19.8	8.02	7.27	4.69	7.40	9.55	0.39	0.92	14.41	3.56	13.53	3.26
2025	CO	19.9	8.01	7.26	4.69	7.40	9.50	0.38	0.91	14.40	3.55	13.52	3.25
2025	CO	20.0	8.01	7.26	4.68	7.39	9.45	0.38	0.91	14.39	3.55	13.52	3.25
2025	CO	20.1	8.00	7.25	4.67	7.39	9.40	0.38	0.90	14.39	3.54	13.51	3.24
2025	CO	20.2	8.00	7.25	4.66	7.38	9.35	0.38	0.90	14.38	3.54	13.51	3.24
2025	CO	20.3	7.99	7.24	4.65	7.38	9.30	0.38	0.89	14.37	3.53	13.50	3.23
2025	CO	20.4	7.98	7.24	4.64	7.37	9.25	0.37	0.89	14.37	3.52	13.49	3.22
2025	CO	20.5	7.98	7.23	4.64	7.37	9.20	0.37	0.88	14.36	3.52	13.49	3.22
2025	CO	20.6	7.97	7.23	4.63	7.36	9.16	0.37	0.88	14.36	3.51	13.48	3.21
2025	CO	20.7	7.97	7.22	4.62	7.35	9.11	0.37	0.88	14.35	3.51	13.48	3.21
2025	CO	20.8	7.96	7.21	4.61	7.35	9.06	0.37	0.87	14.34	3.50	13.47	3.20
2025	CO	20.9	7.95	7.21	4.61	7.34	9.01	0.36	0.87	14.34	3.49	13.47	3.20
2025	CO	21.0	7.95	7.20	4.60	7.34	8.96	0.36	0.86	14.33	3.49	13.46	3.19
2025	CO	21.1	7.94	7.20	4.59	7.33	8.92	0.36	0.86	14.33	3.48	13.46	3.19
2025	CO	21.2	7.94	7.19	4.58	7.33	8.87	0.36	0.85	14.32	3.48	13.45	3.18
2025	CO	21.3	7.93	7.19	4.58	7.32	8.83	0.36	0.85	14.32	3.47	13.45	3.18
2025	CO	21.4	7.93	7.18	4.57	7.32	8.79	0.36	0.85	14.31	3.47	13.44	3.17
2025	CO	21.5	7.92	7.18	4.56	7.31	8.74	0.35	0.84	14.31	3.46	13.44	3.17
2025	CO	21.6	7.92	7.18	4.55	7.31	8.70	0.35	0.84	14.30	3.46	13.43	3.16
2025	CO	21.7	7.91	7.17	4.55	7.30	8.65	0.35	0.83	14.30	3.45	13.43	3.16
2025	CO	21.8	7.91	7.17	4.54	7.30	8.61	0.35	0.83	14.29	3.45	13.42	3.15

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2025	CO	21.9	7.90	7.16	4.53	7.29	8.57	0.35	0.83	14.28	3.44	13.42	3.15
2025	CO	22.0	7.90	7.16	4.53	7.29	8.52	0.35	0.82	14.28	3.44	13.42	3.15
2025	CO	22.1	7.89	7.15	4.52	7.28	8.48	0.34	0.82	14.27	3.43	13.41	3.14
2025	CO	22.2	7.89	7.15	4.51	7.28	8.44	0.34	0.81	14.27	3.43	13.41	3.14
2025	CO	22.3	7.88	7.14	4.51	7.28	8.40	0.34	0.81	14.26	3.42	13.40	3.13
2025	CO	22.4	7.88	7.14	4.50	7.27	8.36	0.34	0.81	14.26	3.42	13.40	3.13
2025	CO	22.5	7.87	7.13	4.49	7.27	8.32	0.34	0.80	14.25	3.41	13.39	3.12
2025	CO	22.6	7.87	7.13	4.49	7.26	8.28	0.34	0.80	14.25	3.41	13.39	3.12
2025	CO	22.7	7.86	7.13	4.48	7.26	8.24	0.33	0.79	14.24	3.40	13.38	3.11
2025	CO	22.8	7.86	7.12	4.47	7.25	8.20	0.33	0.79	14.24	3.40	13.38	3.11
2025	CO	22.9	7.85	7.12	4.47	7.25	8.16	0.33	0.79	14.23	3.39	13.38	3.11
2025	CO	23.0	7.85	7.11	4.46	7.25	8.12	0.33	0.78	14.23	3.39	13.37	3.10
2025	CO	23.1	7.84	7.11	4.46	7.24	8.08	0.33	0.78	14.23	3.38	13.37	3.10
2025	CO	23.2	7.84	7.10	4.45	7.24	8.05	0.33	0.78	14.22	3.38	13.36	3.09
2025	CO	23.3	7.83	7.10	4.44	7.23	8.01	0.32	0.77	14.22	3.37	13.36	3.09
2025	CO	23.4	7.83	7.10	4.44	7.23	7.97	0.32	0.77	14.21	3.37	13.36	3.09
2025	CO	23.5	7.82	7.09	4.43	7.22	7.94	0.32	0.77	14.21	3.36	13.35	3.08
2025	CO	23.6	7.82	7.09	4.43	7.22	7.90	0.32	0.76	14.20	3.36	13.35	3.08
2025	CO	23.7	7.81	7.08	4.42	7.22	7.86	0.32	0.76	14.20	3.35	13.34	3.07
2025	CO	23.8	7.81	7.08	4.41	7.21	7.82	0.32	0.76	14.19	3.35	13.34	3.07
2025	CO	23.9	7.81	7.08	4.41	7.21	7.79	0.32	0.75	14.19	3.35	13.34	3.07
2025	CO	24.0	7.80	7.07	4.40	7.20	7.75	0.32	0.75	14.19	3.34	13.33	3.06
2025	CO	24.1	7.80	7.07	4.40	7.20	7.72	0.31	0.75	14.18	3.34	13.33	3.06
2025	CO	24.2	7.79	7.06	4.39	7.20	7.68	0.31	0.74	14.18	3.33	13.32	3.05
2025	CO	24.3	7.79	7.06	4.38	7.19	7.65	0.31	0.74	14.17	3.33	13.32	3.05
2025	CO	24.4	7.78	7.06	4.38	7.19	7.62	0.31	0.74	14.17	3.32	13.32	3.05
2025	CO	24.5	7.78	7.05	4.37	7.19	7.58	0.31	0.73	14.16	3.32	13.31	3.04
2025	CO	24.6	7.78	7.05	4.37	7.18	7.55	0.31	0.73	14.16	3.32	13.31	3.04
2025	CO	24.7	7.77	7.05	4.36	7.18	7.51	0.31	0.73	14.16	3.31	13.31	3.04
2025	CO	24.8	7.77	7.04	4.36	7.17	7.48	0.30	0.72	14.15	3.31	13.30	3.03
2025	CO	24.9	7.76	7.04	4.35	7.17	7.45	0.30	0.72	14.15	3.30	13.30	3.03
2025	CO	25.0	7.76	7.04	4.35	7.17	7.41	0.30	0.72	14.14	3.30	13.29	3.02
2025	CO	25.1	7.76	7.03	4.34	7.17	7.38	0.30	0.71	14.14	3.30	13.29	3.02
2025	CO	25.2	7.76	7.03	4.34	7.16	7.35	0.30	0.71	14.14	3.30	13.29	3.02
2025	CO	25.3	7.75	7.03	4.34	7.16	7.32	0.30	0.71	14.14	3.29	13.29	3.02
2025	CO	25.4	7.75	7.03	4.34	7.16	7.30	0.30	0.71	14.14	3.29	13.29	3.02
2025	CO	25.5	7.75	7.03	4.33	7.16	7.27	0.30	0.70	14.14	3.29	13.29	3.02
2025	CO	25.6	7.75	7.03	4.33	7.16	7.24	0.29	0.70	14.13	3.29	13.29	3.02
2025	CO	25.7	7.75	7.02	4.33	7.16	7.21	0.29	0.70	14.13	3.29	13.28	3.01
2025	CO	25.8	7.75	7.02	4.32	7.16	7.18	0.29	0.69	14.13	3.29	13.28	3.01
2025	CO	25.9	7.74	7.02	4.32	7.15	7.15	0.29	0.69	14.13	3.28	13.28	3.01
2025	CO	26.0	7.74	7.02	4.32	7.15	7.12	0.29	0.69	14.13	3.28	13.28	3.01
2025	CO	26.1	7.74	7.02	4.32	7.15	7.09	0.29	0.69	14.12	3.28	13.28	3.01
2025	CO	26.2	7.74	7.02	4.31	7.15	7.07	0.29	0.68	14.12	3.28	13.28	3.01
2025	CO	26.3	7.74	7.02	4.31	7.15	7.04	0.29	0.68	14.12	3.28	13.28	3.01
2025	CO	26.4	7.74	7.01	4.31	7.15	7.01	0.28	0.68	14.12	3.28	13.27	3.00
2025	CO	26.5	7.73	7.01	4.31	7.15	6.98	0.28	0.68	14.12	3.27	13.27	3.00
2025	CO	26.6	7.73	7.01	4.30	7.14	6.96	0.28	0.67	14.12	3.27	13.27	3.00
2025	CO	26.7	7.73	7.01	4.30	7.14	6.93	0.28	0.67	14.11	3.27	13.27	3.00
2025	CO	26.8	7.73	7.01	4.30	7.14	6.90	0.28	0.67	14.11	3.27	13.27	3.00
2025	CO	26.9	7.73	7.01	4.30	7.14	6.88	0.28	0.66	14.11	3.27	13.27	3.00
2025	CO	27.0	7.73	7.01	4.29	7.14	6.85	0.28	0.66	14.11	3.27	13.27	3.00
2025	CO	27.1	7.72	7.01	4.29	7.14	6.82	0.28	0.66	14.11	3.26	13.26	2.99
2025	CO	27.2	7.72	7.00	4.29	7.14	6.80	0.28	0.66	14.11	3.26	13.26	2.99
2025	CO	27.3	7.72	7.00	4.29	7.13	6.77	0.28	0.65	14.10	3.26	13.26	2.99
2025	CO	27.4	7.72	7.00	4.28	7.13	6.75	0.27	0.65	14.10	3.26	13.26	2.99
2025	CO	27.5	7.72	7.00	4.28	7.13	6.72	0.27	0.65	14.10	3.26	13.26	2.99
2025	CO	27.6	7.72	7.00	4.28	7.13	6.70	0.27	0.65	14.10	3.26	13.26	2.99
2025	CO	27.7	7.71	7.00	4.28	7.13	6.67	0.27	0.64	14.10	3.25	13.26	2.99
2025	CO	27.8	7.71	7.00	4.27	7.13	6.65	0.27	0.64	14.10	3.25	13.26	2.99
2025	CO	27.9	7.71	7.00	4.27	7.13	6.62	0.27	0.64	14.10	3.25	13.26	2.99
2025	CO	28.0	7.71	6.99	4.27	7.13	6.60	0.27	0.64	14.09	3.25	13.25	2.98
2025	CO	28.1	7.71	6.99	4.27	7.12	6.57	0.27	0.63	14.09	3.25	13.25	2.98
2025	CO	28.2	7.71	6.99	4.27	7.12	6.55	0.27	0.63	14.09	3.25	13.25	2.98
2025	CO	28.3	7.71	6.99	4.26	7.12	6.53	0.27	0.63	14.09	3.25	13.25	2.98
2025	CO	28.4	7.70	6.99	4.26	7.12	6.50	0.26	0.63	14.09	3.24	13.25	2.98

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2025	CO	28.5	7.70	6.99	4.26	7.12	6.48	0.26	0.63	14.09	3.24	13.25	2.98
2025	CO	28.6	7.70	6.99	4.26	7.12	6.46	0.26	0.62	14.09	3.24	13.25	2.98
2025	CO	28.7	7.70	6.99	4.25	7.12	6.43	0.26	0.62	14.08	3.24	13.25	2.98
2025	CO	28.8	7.70	6.99	4.25	7.12	6.41	0.26	0.62	14.08	3.24	13.24	2.97
2025	CO	28.9	7.70	6.98	4.25	7.12	6.39	0.26	0.62	14.08	3.24	13.24	2.97
2025	CO	29.0	7.70	6.98	4.25	7.11	6.36	0.26	0.61	14.08	3.24	13.24	2.97
2025	CO	29.1	7.69	6.98	4.25	7.11	6.34	0.26	0.61	14.08	3.23	13.24	2.97
2025	CO	29.2	7.69	6.98	4.24	7.11	6.32	0.26	0.61	14.08	3.23	13.24	2.97
2025	CO	29.3	7.69	6.98	4.24	7.11	6.30	0.26	0.61	14.08	3.23	13.24	2.97
2025	CO	29.4	7.69	6.98	4.24	7.11	6.28	0.25	0.61	14.07	3.23	13.24	2.97
2025	CO	29.5	7.69	6.98	4.24	7.11	6.25	0.25	0.60	14.07	3.23	13.24	2.97
2025	CO	29.6	7.69	6.98	4.24	7.11	6.23	0.25	0.60	14.07	3.23	13.24	2.97
2025	CO	29.7	7.69	6.98	4.23	7.11	6.21	0.25	0.60	14.07	3.23	13.23	2.96
2025	CO	29.8	7.69	6.97	4.23	7.11	6.19	0.25	0.60	14.07	3.23	13.23	2.96
2025	CO	29.9	7.68	6.97	4.23	7.10	6.17	0.25	0.60	14.07	3.22	13.23	2.96
2025	CO	30.0	7.68	6.97	4.23	7.10	6.15	0.25	0.59	14.07	3.22	13.23	2.96
2025	CO	30.1	7.68	6.97	4.23	7.10	6.13	0.25	0.59	14.07	3.22	13.23	2.96
2025	CO	30.2	7.68	6.97	4.23	7.11	6.11	0.25	0.59	14.07	3.22	13.23	2.96
2025	CO	30.3	7.69	6.98	4.23	7.11	6.09	0.25	0.59	14.07	3.23	13.23	2.96
2025	CO	30.4	7.69	6.98	4.23	7.11	6.08	0.25	0.59	14.07	3.23	13.24	2.97
2025	CO	30.5	7.69	6.98	4.23	7.11	6.06	0.25	0.58	14.07	3.23	13.24	2.97
2025	CO	30.6	7.69	6.98	4.23	7.11	6.04	0.24	0.58	14.07	3.23	13.24	2.97
2025	CO	30.7	7.69	6.98	4.23	7.11	6.02	0.24	0.58	14.07	3.23	13.24	2.97
2025	CO	30.8	7.69	6.98	4.24	7.11	6.01	0.24	0.58	14.07	3.23	13.24	2.97
2025	CO	30.9	7.69	6.98	4.24	7.11	5.99	0.24	0.58	14.08	3.23	13.24	2.97
2025	CO	31.0	7.69	6.98	4.24	7.11	5.97	0.24	0.58	14.08	3.23	13.24	2.97
2025	CO	31.1	7.69	6.98	4.24	7.12	5.96	0.24	0.57	14.08	3.23	13.24	2.97
2025	CO	31.2	7.69	6.98	4.24	7.12	5.94	0.24	0.57	14.08	3.23	13.24	2.97
2025	CO	31.3	7.69	6.99	4.24	7.12	5.92	0.24	0.57	14.08	3.23	13.25	2.98
2025	CO	31.4	7.70	6.99	4.24	7.12	5.91	0.24	0.57	14.08	3.24	13.25	2.98
2025	CO	31.5	7.70	6.99	4.24	7.12	5.89	0.24	0.57	14.08	3.24	13.25	2.98
2025	CO	31.6	7.70	6.99	4.24	7.12	5.88	0.24	0.56	14.08	3.24	13.25	2.98
2025	CO	31.7	7.70	6.99	4.24	7.12	5.86	0.24	0.56	14.08	3.24	13.25	2.98
2025	CO	31.8	7.70	6.99	4.24	7.12	5.84	0.24	0.56	14.08	3.24	13.25	2.98
2025	CO	31.9	7.70	6.99	4.25	7.12	5.83	0.24	0.56	14.08	3.24	13.25	2.98
2025	CO	32.0	7.70	6.99	4.25	7.13	5.81	0.24	0.56	14.09	3.24	13.25	2.98
2025	CO	32.1	7.70	6.99	4.25	7.13	5.80	0.23	0.56	14.09	3.24	13.25	2.98
2025	CO	32.2	7.70	6.99	4.25	7.13	5.78	0.23	0.55	14.09	3.24	13.25	2.98
2025	CO	32.3	7.70	7.00	4.25	7.13	5.77	0.23	0.55	14.09	3.24	13.25	2.98
2025	CO	32.4	7.70	7.00	4.25	7.13	5.75	0.23	0.55	14.09	3.24	13.26	2.99
2025	CO	32.5	7.71	7.00	4.25	7.13	5.74	0.23	0.55	14.09	3.25	13.26	2.99
2025	CO	32.6	7.71	7.00	4.25	7.13	5.72	0.23	0.55	14.09	3.25	13.26	2.99
2025	CO	32.7	7.71	7.00	4.25	7.13	5.70	0.23	0.55	14.09	3.25	13.26	2.99
2025	CO	32.8	7.71	7.00	4.25	7.13	5.69	0.23	0.55	14.09	3.25	13.26	2.99
2025	CO	32.9	7.71	7.00	4.25	7.13	5.67	0.23	0.54	14.09	3.25	13.26	2.99
2025	CO	33.0	7.71	7.00	4.26	7.13	5.66	0.23	0.54	14.09	3.25	13.26	2.99
2025	CO	33.1	7.71	7.00	4.26	7.14	5.64	0.23	0.54	14.09	3.25	13.26	2.99
2025	CO	33.2	7.71	7.00	4.26	7.14	5.63	0.23	0.54	14.10	3.25	13.26	2.99
2025	CO	33.3	7.71	7.00	4.26	7.14	5.62	0.23	0.54	14.10	3.25	13.26	2.99
2025	CO	33.4	7.71	7.01	4.26	7.14	5.60	0.23	0.54	14.10	3.25	13.26	2.99
2025	CO	33.5	7.71	7.01	4.26	7.14	5.59	0.23	0.53	14.10	3.25	13.27	3.00
2025	CO	33.6	7.71	7.01	4.26	7.14	5.57	0.22	0.53	14.10	3.25	13.27	3.00
2025	CO	33.7	7.71	7.01	4.26	7.14	5.56	0.22	0.53	14.10	3.25	13.27	3.00
2025	CO	33.8	7.72	7.01	4.26	7.14	5.55	0.22	0.53	14.10	3.26	13.27	3.00
2025	CO	33.9	7.72	7.01	4.26	7.14	5.53	0.22	0.53	14.10	3.26	13.27	3.00
2025	CO	34.0	7.72	7.01	4.26	7.14	5.52	0.22	0.53	14.10	3.26	13.27	3.00
2025	CO	34.1	7.72	7.01	4.26	7.14	5.50	0.22	0.53	14.10	3.26	13.27	3.00
2025	CO	34.2	7.72	7.01	4.26	7.15	5.49	0.22	0.52	14.10	3.26	13.27	3.00
2025	CO	34.3	7.72	7.01	4.27	7.15	5.48	0.22	0.52	14.10	3.26	13.27	3.00
2025	CO	34.4	7.72	7.01	4.27	7.15	5.46	0.22	0.52	14.10	3.26	13.27	3.00
2025	CO	34.5	7.72	7.02	4.27	7.15	5.45	0.22	0.52	14.11	3.26	13.27	3.00
2025	CO	34.6	7.72	7.02	4.27	7.15	5.44	0.22	0.52	14.11	3.26	13.28	3.00
2025	CO	34.7	7.72	7.02	4.27	7.15	5.42	0.22	0.52	14.11	3.26	13.28	3.01
2025	CO	34.8	7.72	7.02	4.27	7.15	5.41	0.22	0.52	14.11	3.26	13.28	3.01
2025	CO	34.9	7.72	7.02	4.27	7.15	5.40	0.22	0.51	14.11	3.26	13.28	3.01
2025	CO	35.0	7.73	7.02	4.27	7.15	5.38	0.22	0.51	14.11	3.27	13.28	3.01

Analysis Year	Pollutant					Light	Heavy Gas	Heavy Diese	Diesel	Cold Autos	Hot Autos	Cold SUVs	Hot SUVs
		SPEED	Auto	SUV	Taxi	Truck	Truck	Truck	Bus	Outbound	Inbound	Outbound	Inbound
2025	CO	35.1	7.73	7.03	4.28	7.16	5.37	0.22	0.51	14.12	3.27	13.29	3.01
2025	CO	35.2	7.74	7.03	4.29	7.16	5.36	0.22	0.51	14.12	3.28	13.29	3.02
2025	CO	35.3	7.74	7.04	4.29	7.17	5.36	0.21	0.51	14.13	3.28	13.30	3.03
2025	CO	35.4	7.75	7.04	4.30	7.18	5.35	0.21	0.51	14.13	3.29	13.30	3.03
2025	CO	35.5	7.76	7.05	4.31	7.18	5.34	0.21	0.51	14.14	3.30	13.31	3.04
2025	CO	35.6	7.76	7.06	4.32	7.19	5.33	0.21	0.51	14.15	3.30	13.32	3.05
2025	CO	35.7	7.77	7.06	4.32	7.20	5.32	0.21	0.51	14.15	3.31	13.32	3.05
2025	CO	35.8	7.78	7.07	4.33	7.20	5.31	0.21	0.51	14.16	3.32	13.33	3.06
2025	CO	35.9	7.78	7.07	4.34	7.21	5.30	0.21	0.50	14.17	3.32	13.33	3.06
2025	CO	36.0	7.79	7.08	4.35	7.22	5.29	0.21	0.50	14.17	3.33	13.34	3.07
2025	CO	36.1	7.80	7.09	4.35	7.22	5.28	0.21	0.50	14.18	3.34	13.35	3.08
2025	CO	36.2	7.80	7.09	4.36	7.23	5.28	0.21	0.50	14.19	3.34	13.35	3.08
2025	CO	36.3	7.81	7.10	4.37	7.23	5.27	0.21	0.50	14.19	3.35	13.36	3.09
2025	CO	36.4	7.81	7.10	4.38	7.24	5.26	0.21	0.50	14.20	3.35	13.36	3.09
2025	CO	36.5	7.82	7.11	4.38	7.25	5.25	0.21	0.50	14.20	3.36	13.37	3.10
2025	CO	36.6	7.83	7.12	4.39	7.25	5.24	0.21	0.50	14.21	3.37	13.37	3.10
2025	CO	36.7	7.83	7.12	4.40	7.26	5.23	0.21	0.50	14.22	3.37	13.38	3.11
2025	CO	36.8	7.84	7.13	4.41	7.26	5.23	0.21	0.50	14.22	3.38	13.39	3.12
2025	CO	36.9	7.84	7.13	4.41	7.27	5.22	0.21	0.49	14.23	3.38	13.39	3.12
2025	CO	37.0	7.85	7.14	4.42	7.28	5.21	0.21	0.49	14.23	3.39	13.40	3.13
2025	CO	37.1	7.85	7.14	4.43	7.28	5.20	0.21	0.49	14.24	3.40	13.40	3.13
2025	CO	37.2	7.86	7.15	4.43	7.29	5.19	0.21	0.49	14.24	3.40	13.41	3.14
2025	CO	37.3	7.87	7.16	4.44	7.29	5.19	0.21	0.49	14.25	3.41	13.41	3.14
2025	CO	37.4	7.87	7.16	4.45	7.30	5.18	0.21	0.49	14.26	3.41	13.42	3.15
2025	CO	37.5	7.88	7.17	4.45	7.30	5.17	0.21	0.49	14.26	3.42	13.43	3.16
2025	CO	37.6	7.88	7.17	4.46	7.31	5.16	0.20	0.49	14.27	3.42	13.43	3.16
2025	CO	37.7	7.89	7.18	4.47	7.31	5.15	0.20	0.49	14.27	3.43	13.44	3.17
2025	CO	37.8	7.90	7.18	4.47	7.32	5.15	0.20	0.49	14.28	3.44	13.44	3.17
2025	CO	37.9	7.90	7.19	4.48	7.33	5.14	0.20	0.48	14.29	3.44	13.45	3.18
2025	CO	38.0	7.91	7.19	4.49	7.33	5.13	0.20	0.48	14.29	3.45	13.45	3.18
2025	CO	38.1	7.91	7.20	4.49	7.34	5.12	0.20	0.48	14.30	3.45	13.46	3.19
2025	CO	38.2	7.92	7.20	4.50	7.34	5.11	0.20	0.48	14.30	3.46	13.46	3.19
2025	CO	38.3	7.92	7.21	4.51	7.35	5.11	0.20	0.48	14.31	3.46	13.47	3.20
2025	CO	38.4	7.93	7.21	4.51	7.35	5.10	0.20	0.48	14.31	3.47	13.47	3.20
2025	CO	38.5	7.93	7.22	4.52	7.36	5.09	0.20	0.48	14.32	3.47	13.48	3.21
2025	CO	38.6	7.94	7.23	4.53	7.36	5.08	0.20	0.48	14.32	3.48	13.48	3.21
2025	CO	38.7	7.94	7.23	4.53	7.37	5.08	0.20	0.48	14.33	3.48	13.49	3.22
2025	CO	38.8	7.95	7.24	4.54	7.37	5.07	0.20	0.48	14.33	3.49	13.50	3.22
2025	CO	38.9	7.96	7.24	4.55	7.38	5.06	0.20	0.47	14.34	3.50	13.50	3.23
2025	CO	39.0	7.96	7.25	4.55	7.39	5.05	0.20	0.47	14.35	3.50	13.51	3.24
2025	CO	39.1	7.97	7.25	4.56	7.39	5.05	0.20	0.47	14.35	3.51	13.51	3.24
2025	CO	39.2	7.97	7.26	4.57	7.40	5.04	0.20	0.47	14.36	3.51	13.52	3.25
2025	CO	39.3	7.98	7.26	4.57	7.40	5.03	0.20	0.47	14.36	3.52	13.52	3.25
2025	CO	39.4	7.98	7.27	4.58	7.41	5.02	0.20	0.47	14.37	3.52	13.53	3.26
2025	CO	39.5	7.99	7.27	4.59	7.41	5.02	0.20	0.47	14.37	3.53	13.53	3.26
2025	CO	39.6	7.99	7.28	4.59	7.42	5.01	0.20	0.47	14.38	3.53	13.54	3.27
2025	CO	39.7	8.00	7.28	4.60	7.42	5.00	0.20	0.47	14.38	3.54	13.54	3.27
2025	CO	39.8	8.00	7.29	4.60	7.43	5.00	0.20	0.47	14.39	3.54	13.55	3.28
2025	CO	39.9	8.01	7.29	4.61	7.43	4.99	0.20	0.47	14.39	3.55	13.55	3.28
2025	CO	40.0	8.01	7.30	4.62	7.44	4.98	0.20	0.47	14.40	3.55	13.56	3.29
2025	CO	40.1	8.02	7.30	4.62	7.44	4.98	0.20	0.46	14.40	3.56	13.56	3.29
2025	CO	40.2	8.03	7.31	4.63	7.45	4.98	0.20	0.46	14.41	3.57	13.57	3.30
2025	CO	40.3	8.03	7.31	4.64	7.45	4.97	0.20	0.46	14.42	3.57	13.57	3.30
2025	CO	40.4	8.04	7.32	4.65	7.46	4.97	0.19	0.46	14.42	3.58	13.58	3.31
2025	CO	40.5	8.04	7.33	4.65	7.47	4.97	0.19	0.46	14.43	3.58	13.59	3.32
2025	CO	40.6	8.05	7.33	4.66	7.47	4.97	0.19	0.46	14.43	3.59	13.59	3.32
2025	CO	40.7	8.06	7.34	4.67	7.48	4.96	0.19	0.46	14.44	3.60	13.60	3.33
2025	CO	40.8	8.06	7.34	4.68	7.49	4.96	0.19	0.46	14.45	3.60	13.60	3.33
2025	CO	40.9	8.07	7.35	4.68	7.49	4.96	0.19	0.46	14.45	3.61	13.61	3.34
2025	CO	41.0	8.08	7.36	4.69	7.50	4.96	0.19	0.46	14.46	3.62	13.62	3.35
2025	CO	41.1	8.08	7.36	4.70	7.50	4.95	0.19	0.46	14.47	3.62	13.62	3.35
2025	CO	41.2	8.09	7.37	4.71	7.51	4.95	0.19	0.46	14.47	3.63	13.63	3.36
2025	CO	41.3	8.09	7.37	4.71	7.52	4.95	0.19	0.46	14.48	3.63	13.63	3.36
2025	CO	41.4	8.10	7.38	4.72	7.52	4.95	0.19	0.46	14.48	3.64	13.64	3.37
2025	CO	41.5	8.11	7.39	4.73	7.53	4.94	0.19	0.46	14.49	3.65	13.65	3.38
2025	CO	41.6	8.11	7.39	4.74	7.53	4.94	0.19	0.46	14.50	3.65	13.65	3.38

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2025	CO	41.7	8.12	7.40	4.74	7.54	4.94	0.19	0.46	14.50	3.66	13.66	3.39
2025	CO	41.8	8.12	7.40	4.75	7.55	4.94	0.19	0.46	14.51	3.66	13.66	3.39
2025	CO	41.9	8.13	7.41	4.76	7.55	4.94	0.19	0.46	14.51	3.67	13.67	3.40
2025	CO	42.0	8.14	7.41	4.76	7.56	4.93	0.19	0.46	14.52	3.68	13.67	3.40
2025	CO	42.1	8.14	7.42	4.77	7.56	4.93	0.19	0.45	14.53	3.68	13.68	3.41
2025	CO	42.2	8.15	7.43	4.78	7.57	4.93	0.19	0.45	14.53	3.69	13.69	3.42
2025	CO	42.3	8.15	7.43	4.78	7.57	4.93	0.19	0.45	14.54	3.69	13.69	3.42
2025	CO	42.4	8.16	7.44	4.79	7.58	4.92	0.19	0.45	14.54	3.70	13.70	3.43
2025	CO	42.5	8.17	7.44	4.80	7.59	4.92	0.19	0.45	14.55	3.71	13.70	3.43
2025	CO	42.6	8.17	7.45	4.81	7.59	4.92	0.19	0.45	14.55	3.71	13.71	3.44
2025	CO	42.7	8.18	7.45	4.81	7.60	4.92	0.19	0.45	14.56	3.72	13.71	3.44
2025	CO	42.8	8.18	7.46	4.82	7.60	4.92	0.19	0.45	14.57	3.72	13.72	3.45
2025	CO	42.9	8.19	7.46	4.83	7.61	4.91	0.19	0.45	14.57	3.73	13.72	3.45
2025	CO	43.0	8.19	7.47	4.83	7.61	4.91	0.19	0.45	14.58	3.73	13.73	3.46
2025	CO	43.1	8.20	7.48	4.84	7.62	4.91	0.19	0.45	14.58	3.74	13.73	3.46
2025	CO	43.2	8.21	7.48	4.85	7.62	4.91	0.19	0.45	14.59	3.75	13.74	3.47
2025	CO	43.3	8.21	7.49	4.85	7.63	4.90	0.19	0.45	14.59	3.75	13.74	3.47
2025	CO	43.4	8.22	7.49	4.86	7.63	4.90	0.19	0.45	14.60	3.76	13.75	3.48
2025	CO	43.5	8.22	7.50	4.87	7.64	4.90	0.19	0.45	14.61	3.76	13.76	3.49
2025	CO	43.6	8.23	7.50	4.87	7.65	4.90	0.19	0.45	14.61	3.77	13.76	3.49
2025	CO	43.7	8.23	7.51	4.88	7.65	4.90	0.19	0.45	14.62	3.77	13.77	3.50
2025	CO	43.8	8.24	7.51	4.89	7.66	4.89	0.19	0.45	14.62	3.78	13.77	3.50
2025	CO	43.9	8.24	7.52	4.89	7.66	4.89	0.19	0.45	14.63	3.78	13.78	3.51
2025	CO	44.0	8.25	7.52	4.90	7.67	4.89	0.19	0.45	14.63	3.79	13.78	3.51
2025	CO	44.1	8.25	7.53	4.91	7.67	4.89	0.19	0.44	14.64	3.79	13.79	3.52
2025	CO	44.2	8.26	7.53	4.91	7.68	4.89	0.19	0.44	14.64	3.80	13.79	3.52
2025	CO	44.3	8.26	7.54	4.92	7.68	4.88	0.19	0.44	14.65	3.80	13.80	3.53
2025	CO	44.4	8.27	7.54	4.92	7.69	4.88	0.19	0.44	14.65	3.81	13.80	3.53
2025	CO	44.5	8.28	7.55	4.93	7.69	4.88	0.19	0.44	14.66	3.82	13.81	3.54
2025	CO	44.6	8.28	7.55	4.94	7.70	4.88	0.19	0.44	14.66	3.82	13.81	3.54
2025	CO	44.7	8.29	7.56	4.94	7.70	4.88	0.19	0.44	14.67	3.83	13.82	3.55
2025	CO	44.8	8.29	7.56	4.95	7.71	4.87	0.19	0.44	14.67	3.83	13.82	3.55
2025	CO	44.9	8.30	7.57	4.96	7.71	4.87	0.19	0.44	14.68	3.84	13.83	3.56
2025	CO	45.0	8.30	7.57	4.96	7.72	4.87	0.19	0.44	14.69	3.84	13.83	3.56
2025	CO	45.1	8.31	7.58	4.97	7.73	4.87	0.19	0.44	14.69	3.85	13.84	3.57
2025	CO	45.2	8.31	7.59	4.98	7.73	4.88	0.19	0.44	14.70	3.85	13.84	3.57
2025	CO	45.3	8.32	7.59	4.98	7.74	4.88	0.19	0.44	14.70	3.86	13.85	3.58
2025	CO	45.4	8.33	7.60	4.99	7.74	4.88	0.19	0.44	14.71	3.87	13.86	3.59
2025	CO	45.5	8.33	7.60	5.00	7.75	4.89	0.19	0.44	14.72	3.87	13.86	3.59
2025	CO	45.6	8.34	7.61	5.01	7.76	4.89	0.19	0.44	14.72	3.88	13.87	3.60
2025	CO	45.7	8.35	7.62	5.01	7.76	4.89	0.19	0.44	14.73	3.89	13.87	3.60
2025	CO	45.8	8.35	7.62	5.02	7.77	4.90	0.19	0.44	14.74	3.89	13.88	3.61
2025	CO	45.9	8.36	7.63	5.03	7.77	4.90	0.19	0.44	14.74	3.90	13.89	3.62
2025	CO	46.0	8.36	7.63	5.04	7.78	4.91	0.19	0.44	14.75	3.90	13.89	3.62
2025	CO	46.1	8.37	7.64	5.04	7.79	4.91	0.19	0.44	14.75	3.91	13.90	3.63
2025	CO	46.2	8.38	7.64	5.05	7.79	4.91	0.19	0.44	14.76	3.92	13.90	3.63
2025	CO	46.3	8.38	7.65	5.06	7.80	4.91	0.19	0.44	14.77	3.92	13.91	3.64
2025	CO	46.4	8.39	7.66	5.07	7.80	4.92	0.19	0.44	14.77	3.93	13.92	3.65
2025	CO	46.5	8.39	7.66	5.07	7.81	4.92	0.19	0.44	14.78	3.93	13.92	3.65
2025	CO	46.6	8.40	7.67	5.08	7.82	4.92	0.19	0.44	14.78	3.94	13.93	3.66
2025	CO	46.7	8.41	7.67	5.09	7.82	4.93	0.19	0.44	14.79	3.95	13.93	3.66
2025	CO	46.8	8.41	7.68	5.09	7.83	4.93	0.19	0.44	14.80	3.95	13.94	3.67
2025	CO	46.9	8.42	7.69	5.10	7.83	4.93	0.19	0.44	14.80	3.96	13.94	3.67
2025	CO	47.0	8.42	7.69	5.11	7.84	4.94	0.19	0.44	14.81	3.96	13.95	3.68
2025	CO	47.1	8.43	7.70	5.12	7.84	4.94	0.19	0.44	14.81	3.97	13.96	3.69
2025	CO	47.2	8.44	7.70	5.12	7.85	4.94	0.19	0.44	14.82	3.98	13.96	3.69
2025	CO	47.3	8.44	7.71	5.13	7.86	4.95	0.19	0.44	14.83	3.98	13.97	3.70
2025	CO	47.4	8.45	7.71	5.14	7.86	4.95	0.19	0.44	14.83	3.99	13.97	3.70
2025	CO	47.5	8.45	7.72	5.14	7.87	4.95	0.19	0.44	14.84	3.99	13.98	3.71
2025	CO	47.6	8.46	7.72	5.15	7.87	4.96	0.19	0.44	14.84	4.00	13.98	3.71
2025	CO	47.7	8.46	7.73	5.16	7.88	4.96	0.19	0.44	14.85	4.00	13.99	3.72
2025	CO	47.8	8.47	7.74	5.16	7.88	4.96	0.19	0.44	14.85	4.01	13.99	3.72
2025	CO	47.9	8.48	7.74	5.17	7.89	4.97	0.19	0.44	14.86	4.02	14.00	3.73
2025	CO	48.0	8.48	7.75	5.18	7.90	4.97	0.19	0.44	14.87	4.02	14.01	3.74
2025	CO	48.1	8.49	7.75	5.18	7.90	4.97	0.18	0.44	14.87	4.03	14.01	3.74
2025	CO	48.2	8.49	7.76	5.19	7.91	4.98	0.18	0.44	14.88	4.03	14.02	3.75

Analysis Year	Pollutant	SPEED	Auto	SUV	Taxi	Light Truck	Heavy Gas Truck	Heavy Diese Truck	Diesel Bus	Cold Autos Outbound	Hot Autos Inbound	Cold SUVs Outbound	Hot SUVs Inbound
2025	CO	48.3	8.50	7.76	5.20	7.91	4.98	0.18	0.44	14.88	4.04	14.02	3.75
2025	CO	48.4	8.50	7.77	5.20	7.92	4.98	0.18	0.44	14.89	4.04	14.03	3.76
2025	CO	48.5	8.51	7.77	5.21	7.92	4.99	0.18	0.44	14.89	4.05	14.03	3.76
2025	CO	48.6	8.51	7.78	5.22	7.93	4.99	0.18	0.44	14.90	4.05	14.04	3.77
2025	CO	48.7	8.52	7.78	5.22	7.93	4.99	0.18	0.44	14.90	4.06	14.04	3.77
2025	CO	48.8	8.53	7.79	5.23	7.94	5.00	0.18	0.44	14.91	4.07	14.05	3.78
2025	CO	48.9	8.53	7.79	5.24	7.94	5.00	0.18	0.44	14.91	4.07	14.05	3.78
2025	CO	49.0	8.54	7.80	5.24	7.95	5.00	0.18	0.44	14.92	4.08	14.06	3.79
2025	CO	49.1	8.54	7.80	5.25	7.96	5.00	0.18	0.44	14.93	4.08	14.06	3.79
2025	CO	49.2	8.55	7.81	5.26	7.96	5.01	0.18	0.44	14.93	4.09	14.07	3.80
2025	CO	49.3	8.55	7.81	5.26	7.97	5.01	0.18	0.44	14.94	4.09	14.07	3.80
2025	CO	49.4	8.56	7.82	5.27	7.97	5.01	0.18	0.44	14.94	4.10	14.08	3.81
2025	CO	49.5	8.56	7.82	5.28	7.98	5.02	0.18	0.44	14.95	4.10	14.08	3.81
2025	CO	49.6	8.57	7.83	5.28	7.98	5.02	0.18	0.44	14.95	4.11	14.09	3.82
2025	CO	49.7	8.57	7.83	5.29	7.99	5.02	0.18	0.44	14.96	4.11	14.09	3.82
2025	CO	49.8	8.58	7.84	5.30	7.99	5.03	0.18	0.44	14.96	4.12	14.10	3.83
2025	CO	49.9	8.58	7.84	5.30	8.00	5.03	0.18	0.44	14.97	4.12	14.10	3.83
2025	CO	50.0	8.59	7.85	5.31	8.00	5.03	0.18	0.44	14.97	4.13	14.11	3.84
2025	CO	50.1	8.60	7.86	5.32	8.01	5.04	0.18	0.44	14.98	4.14	14.12	3.85
2025	CO	50.2	8.60	7.86	5.32	8.01	5.05	0.18	0.44	14.99	4.14	14.12	3.85
2025	CO	50.3	8.61	7.87	5.33	8.02	5.06	0.18	0.44	14.99	4.15	14.13	3.86
2025	CO	50.4	8.61	7.87	5.34	8.03	5.07	0.18	0.44	15.00	4.15	14.13	3.86
2025	CO	50.5	8.62	7.88	5.35	8.03	5.08	0.19	0.44	15.00	4.16	14.14	3.87
2025	CO	50.6	8.63	7.89	5.35	8.04	5.09	0.19	0.44	15.01	4.17	14.15	3.88
2025	CO	50.7	8.63	7.89	5.36	8.04	5.10	0.19	0.44	15.02	4.17	14.15	3.88
2025	CO	50.8	8.64	7.90	5.37	8.05	5.11	0.19	0.44	15.02	4.18	14.16	3.89
2025	CO	50.9	8.64	7.90	5.37	8.06	5.12	0.19	0.44	15.03	4.18	14.16	3.89
2025	CO	51.0	8.65	7.91	5.38	8.06	5.13	0.19	0.44	15.04	4.19	14.17	3.90
2025	CO	51.1	8.66	7.91	5.39	8.07	5.14	0.19	0.44	15.04	4.20	14.17	3.90
2025	CO	51.2	8.66	7.92	5.40	8.07	5.15	0.19	0.44	15.05	4.20	14.18	3.91
2025	CO	51.3	8.67	7.93	5.40	8.08	5.16	0.19	0.44	15.05	4.21	14.19	3.92
2025	CO	51.4	8.68	7.93	5.41	8.09	5.17	0.19	0.44	15.06	4.22	14.19	3.92
2025	CO	51.5	8.68	7.94	5.42	8.09	5.18	0.19	0.44	15.07	4.22	14.20	3.93
2025	CO	51.6	8.69	7.94	5.43	8.10	5.19	0.19	0.44	15.07	4.23	14.20	3.93
2025	CO	51.7	8.69	7.95	5.43	8.10	5.20	0.19	0.44	15.08	4.23	14.21	3.94
2025	CO	51.8	8.70	7.96	5.44	8.11	5.21	0.19	0.44	15.08	4.24	14.21	3.94
2025	CO	51.9	8.71	7.96	5.45	8.12	5.22	0.19	0.44	15.09	4.25	14.22	3.95
2025	CO	52.0	8.71	7.97	5.45	8.12	5.23	0.19	0.45	15.10	4.25	14.23	3.96
2025	CO	52.1	8.72	7.97	5.46	8.13	5.24	0.19	0.45	15.10	4.26	14.23	3.96
2025	CO	52.2	8.72	7.98	5.47	8.13	5.24	0.19	0.45	15.11	4.26	14.24	3.97
2025	CO	52.3	8.73	7.98	5.47	8.14	5.25	0.19	0.45	15.11	4.27	14.24	3.97
2025	CO	52.4	8.73	7.99	5.48	8.14	5.26	0.19	0.45	15.12	4.27	14.25	3.98
2025	CO	52.5	8.74	7.99	5.49	8.15	5.27	0.19	0.45	15.12	4.28	14.25	3.98
2025	CO	52.6	8.75	8.00	5.50	8.16	5.28	0.19	0.45	15.13	4.29	14.26	3.99
2025	CO	52.7	8.75	8.01	5.50	8.16	5.29	0.19	0.45	15.13	4.29	14.27	4.00
2025	CO	52.8	8.76	8.01	5.51	8.17	5.30	0.19	0.45	15.14	4.30	14.27	4.00
2025	CO	52.9	8.76	8.02	5.52	8.17	5.31	0.19	0.45	15.15	4.30	14.28	4.01
2025	CO	53.0	8.77	8.02	5.52	8.18	5.32	0.19	0.45	15.15	4.31	14.28	4.01
2025	CO	53.1	8.77	8.03	5.53	8.18	5.33	0.19	0.45	15.16	4.31	14.29	4.02
2025	CO	53.2	8.78	8.03	5.54	8.19	5.33	0.19	0.45	15.16	4.32	14.29	4.02
2025	CO	53.3	8.78	8.04	5.54	8.19	5.34	0.19	0.45	15.17	4.33	14.30	4.03
2025	CO	53.4	8.79	8.04	5.55	8.20	5.35	0.19	0.45	15.17	4.33	14.30	4.03
2025	CO	53.5	8.80	8.05	5.56	8.21	5.36	0.19	0.45	15.18	4.34	14.31	4.04
2025	CO	53.6	8.80	8.05	5.56	8.21	5.37	0.19	0.45	15.19	4.34	14.31	4.04
2025	CO	53.7	8.81	8.06	5.57	8.22	5.38	0.19	0.45	15.19	4.35	14.32	4.05
2025	CO	53.8	8.81	8.06	5.58	8.22	5.39	0.19	0.45	15.20	4.35	14.32	4.05
2025	CO	53.9	8.82	8.07	5.58	8.23	5.40	0.19	0.45	15.20	4.36	14.33	4.06
2025	CO	54.0	8.82	8.08	5.59	8.23	5.41	0.19	0.45	15.21	4.36	14.34	4.07
2025	CO	54.1	8.83	8.08	5.60	8.24	5.41	0.19	0.45	15.21	4.37	14.34	4.07
2025	CO	54.2	8.83	8.09	5.60	8.24	5.42	0.19	0.45	15.22	4.37	14.35	4.08
2025	CO	54.3	8.84	8.09	5.61	8.25	5.43	0.19	0.45	15.22	4.38	14.35	4.08
2025	CO	54.4	8.85	8.10	5.62	8.25	5.44	0.19	0.45	15.23	4.39	14.36	4.09
2025	CO	54.5	8.85	8.10	5.62	8.26	5.45	0.19	0.45	15.23	4.39	14.36	4.09
2025	CO	54.6	8.86	8.11	5.63	8.26	5.46	0.19	0.45	15.24	4.40	14.37	4.10
2025	CO	54.7	8.86	8.11	5.63	8.27	5.47	0.19	0.45	15.25	4.40	14.37	4.10
2025	CO	54.8	8.87	8.12	5.64	8.27	5.47	0.19	0.45	15.25	4.41	14.38	4.11

Analysis Year	Pollutant					Light	Heavy Gas	Heavy Diese	Diesel	Cold Autos	Hot Autos	Cold SUVs	Hot SUVs
		SPEED	Auto	SUV	Taxi	Truck	Truck	Truck	Bus	Outbound	Inbound	Outbound	Inbound
2025	CO	54.9	8.87	8.12	5.65	8.28	5.48	0.19	0.45	15.26	4.41	14.38	4.11
2025	CO	55.0	8.88	8.13	5.65	8.29	5.49	0.19	0.45	15.26	4.42	14.39	4.12

Table T6-3
PM10 Emission Factors for 2010

Analysis Year	Roadway Type	Auto EF	SUV EF	Taxi EF	Light Truck EF	eavy GasTrK	leavy Diesel E	Diesel Bus EF	le Heavy Dies	dle Diesel Bus	SILT LOADING	K FACTOR	LEET WEIGH	C FACTOR	Paved Dust
2010	Arterial	0.0250	0.0251	0.0247	0.0251	0.0610	0.1760	0.0313	1.0902	0.3680	0.10	7.30	3.00	0.2119	0.750
2010	Collector	0.0250	0.0251	0.0247	0.0251	0.0610	0.1760	0.0313	1.0902	0.3680	0.16	7.30	3.00	0.2119	1.086
2010	express	0.0250	0.0251	0.0247	0.0251	0.0610	0.1760	0.0313	1.0902	0.3680	0.02	7.30	2.55	0.2119	0.023
2010	Local	0.0250	0.0251	0.0247	0.0251	0.0610	0.1760	0.0313	1.0902	0.3680	0.40	7.30	3.00	0.2119	2.127
2010	Manhattan	0.0250	0.0251	0.0247	0.0251	0.0610	0.1760	0.0313	1.0902	0.3680	0.10	7.30	2.55	0.2119	0.544

Table T6-4
PM10 Emission Factors for 2025

Analysis Year	Roadway Type	Auto EF	SUV EF	Taxi EF	Light Truck EF	eavy GasTrK	leavy Diesel E	Diesel Bus EF	le Heavy Dies	dle Diesel Bus	SILT LOADING	K FACTOR	LEET WEIGH	C FACTOR	Paved Dust
2025	Arterial	0.0247	0.0247	0.0247	0.0247	0.0335	0.0670	0.0313	1.0040	0.3680	0.10	7.30	3.00	0.2119	0.750
2025	Collector	0.0247	0.0247	0.0247	0.0247	0.0335	0.0670	0.0313	1.0040	0.3680	0.16	7.30	3.00	0.2119	1.086
2025	express	0.0247	0.0247	0.0247	0.0247	0.0335	0.0670	0.0313	1.0040	0.3680	0.02	7.30	2.55	0.2119	0.023
2025	Local	0.0247	0.0247	0.0247	0.0247	0.0335	0.0670	0.0313	1.0040	0.3680	0.40	7.30	3.00	0.2119	2.127
2025	Manhattan	0.0247	0.0247	0.0247	0.0247	0.0335	0.0670	0.0313	1.0040	0.3680	0.10	7.30	2.55	0.2119	0.544

Table T6-5
PM2.5 Emission Factors for 2010

Analysis Year	Roadway Type	Auto EF	SUV EF	Taxi EF	Light Truck EF	eavy GasTrK E	Heavy Diesel E	Diesel Bus EF	le Heavy Dies	dle Diesel Bu	SILT LOADING	K FACTOR	LEET WEIGH	C FACTOR	Paved Dust
2010	Arterial	0.0115	0.0116	0.0112	0.0116	0.0420	0.1379	0.0288	1.0030	0.4130	0.10	1.80	3.00	0.1617	0.086
2010	Collector	0.0115	0.0116	0.0112	0.0116	0.0420	0.1379	0.0288	1.0030	0.4130	0.16	1.80	3.00	0.1617	0.169
2010	express	0.0115	0.0116	0.0112	0.0116	0.0420	0.1379	0.0288	1.0030	0.4130	0.00	0.00	0.00	0.0000	0.000
2010	Local	0.0115	0.0116	0.0112	0.0116	0.0420	0.1379	0.0288	1.0030	0.4130	0.40	1.80	3.00	0.1617	0.425
2010	Manhattan	0.0115	0.0116	0.0112	0.0116	0.0420	0.1379	0.0288	1.0030	0.4130	0.10	1.80	2.55	0.1617	0.035

Table T6-6
PM2.5 Emission Factors for 2025

Analysis Year	Roadway Type	Auto EF	SUV EF	Taxi EF	Light Truck EF	eavy GasTrK E	Heavy Diesel E	Diesel Bus EF	le Heavy Dies	dle Diesel Bu	SILT LOADING	K FACTOR	LEET WEIGH	C FACTOR	Paved Dust
2025	Arterial	0.0112	0.0113	0.0112	0.0113	0.0187	0.0376	0.0288	0.9237	0.4130	0.10	1.80	3.00	0.1617	0.086
2025	Collector	0.0112	0.0113	0.0112	0.0113	0.0187	0.0376	0.0288	0.9237	0.4130	0.16	1.80	3.00	0.1617	0.169
2025	express	0.0112	0.0113	0.0112	0.0113	0.0187	0.0376	0.0288	0.9237	0.4130	0.00	0.00	0.00	0.0000	0.000
2025	Local	0.0112	0.0113	0.0112	0.0113	0.0187	0.0376	0.0288	0.9237	0.4130	0.40	1.80	3.00	0.1617	0.425
2025	Manhattan	0.0112	0.0113	0.0112	0.0113	0.0187	0.0376	0.0288	0.9237	0.4130	0.10	1.80	2.55	0.1617	0.035

CAL3QHC Input Data

Table T7-1
CAL3QHC CO Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
99502	SB	2025	9A SB @ 57 ST SR	Midtown	18	6	CO	99	8.79	44.3	0	0	0	0	0	0	0
99503	NB	2025	12 AV NB @ 59 ST SR	Midtown	18	6	CO	99	9.06	45.1	0	0	0	0	0	0	0
21579	NB	2025	6 AV @ 31 ST	Midtown	18	6	CO	2488	11.78	44.3	1269	90	44	2	4	1	4
21570	NB	2025	6 AV @ 32 ST	Midtown	18	6	CO	2489	10.59	44.3	1301	90	44	2	4	1	4
21560	NB	2025	6 AV @ 33 ST	Midtown	18	6	CO	2415	9.25	44.3	1456	90	50	2	5	1	3
21549	EB	2025	34 EB @ 6 AV	Midtown	18	6	CO	929	15.51	46.8	1239	90	58	2	3	1	3
21549	WB	2025	34 WB @ 6 AV	Midtown	18	6	CO	844	6.93	39.4	1164	90	58	2	3	1	3
21549	NB	2025	6 AV @ 34 ST	Midtown	18	6	CO	1982	13.94	44.3	1378	90	59	2	4	1	5
21549	SB	2025	BWY @ 34 ST	Midtown	18	6	CO	1091	12.48	44.6	1359	90	64	2	3	1	3
9786	NB	2025	6 AV @ 35 ST	Midtown	18	6	CO	2005	9.81	44.3	1412	90	35	2	4	1	4
9785	NB	2025	6 AV @ 36 ST	Midtown	18	6	CO	2114	8.36	44.3	1266	90	45	2	5	1	4
9784	NB	2025	6 AV @ 37 ST	Midtown	18	6	CO	2012	10.82	44.5	1292	90	45	2	5	1	4
9783	NB	2025	6 AV @ 38 ST	Midtown	18	6	CO	2058	10.14	44.5	1280	90	40	2	5	1	4
9779	EB	2025	42 EB @ 6 AV	Midtown	18	6	CO	641	7.67	40.9	908	90	50	2	3	1	3
9749	EB	2025	34 EB @ 7 AV	Midtown	18	6	CO	1095	8.89	46.3	1179	90	50	2	3	1	3
9749	WB	2025	34 WB @ 7 AV	Midtown	18	6	CO	860	6.84	39.4	875	90	50	2	3	1	3
9741	EB	2025	42 EB @ 7 AV	Midtown	18	6	CO	690	8.00	40.7	1242	90	51	2	3	1	3
9741	WB	2025	42 WB @ 7 AV	Midtown	18	6	CO	670	8.03	37.9	1136	90	51	2	3	1	3
9755	EB	2025	34 EB @ 8 AV	Midtown	18	6	CO	1182	18.21	49.0	688	90	45	2	2	1	3
9755	WB	2025	34 WB @ 8 AV	Midtown	18	6	CO	799	6.25	40.9	1077	90	45	2	3	1	3
9043	NB	2025	8 AV @ 38 ST	Midtown	18	6	CO	2616	16.72	46.3	1232	90	43	2	4	1	4
9042	WB	2025	39 WB @ 8 AV	Midtown	18	6	CO	776	7.97	43.2	934	90	45	2	2	1	3
9042	NB	2025	8 AV @ 39 ST	Midtown	18	6	CO	2496	17.18	45.4	1317	90	45	2	4	1	4
9041	NB	2025	8 AV @ 40 ST	Midtown	18	6	CO	2819	18.12	45.3	1227	90	48	2	4	1	4
9040	NB	2025	8 AV @ 41 ST	Midtown	18	6	CO	2618	13.79	45.1	1302	90	52	2	5	1	4
9673	EB	2025	42 EB @ 8 AV	Midtown	18	6	CO	594	8.25	41.0	1153	90	40	2	3	1	3
9673	WB	2025	42 WB @ 8 AV	Midtown	18	6	CO	796	9.01	37.8	1010	90	60	2	3	1	3
9673	NB	2025	8 AV @ 42 ST	Midtown	18	6	CO	2988	17.43	44.8	1294	90	50	2	5	1	4
9672	NB	2025	8 AV @ 43 ST	Midtown	18	6	CO	2821	11.69	44.7	1261	90	40	2	4	1	4
9671	NB	2025	8 AV @ 44 ST	Midtown	18	6	CO	2582	7.15	44.8	1344	90	35	2	6	1	4
9670	NB	2025	8 AV @ 45 ST	Midtown	18	6	CO	2638	7.08	44.8	1318	90	35	2	5	1	4
9669	NB	2025	8 AV @ 46 ST	Midtown	18	6	CO	2792	7.05	44.7	1260	90	35	2	5	1	4
9760	SB	2025	9 AVE SB 30 ST	Midtown	18	6	CO	2719	7.92	45.7	1263	90	41	2	5	1	4
9759	SB	2025	9 AVE SB 31 ST	Midtown	18	6	CO	2660	7.05	45.3	1204	90	35	2	5	1	4
9078	SB	2025	9 AVE SB 33 ST	Midtown	18	6	CO	2610	7.27	44.9	1341	90	35	2	5	1	4
9079	EB	2025	34 EB @ 9 AV	Midtown	18	6	CO	1343	16.38	48.1	1050	90	55	2	3	1	3
9079	WB	2025	34 WB @ 9 AV	Midtown	18	6	CO	762	6.44	40.8	1338	90	40	2	3	1	3
9079	SB	2025	9 AVE SB 34 ST	Midtown	18	6	CO	2404	7.78	45.2	1255	90	50	2	6	1	4
9080	SB	2025	9 AVE SB 35 ST	Midtown	18	6	CO	2534	7.46	45.1	1220	90	35	2	5	1	4
9067	SB	2025	9 AVE SB 36 ST	Midtown	18	6	CO	3839	7.23	44.4	1259	90	35	2	5	1	4
9068	WB	2025	37 WB @ 9 AV	Midtown	18	6	CO	1585	14.37	44.6	1242	90	52	2	2	1	3
9068	SB	2025	9 AVE SB 37 ST	Midtown	18	6	CO	3421	9.39	44.5	1209	90	35	2	5	1	4
9052	WB	2025	39 WB @ 9 AV	Midtown	18	6	CO	445	9.70	43.8	756	90	55	2	2	1	3
9069	EB	2025	42 EB @ 9 AV	Midtown	18	6	CO	802	12.39	41.4	911	90	56	2	3	1	3
9069	WB	2025	42 WB @ 9 AV	Midtown	18	6	CO	867	6.66	38.4	1197	90	40	2	3	1	3
9933	NB	2025	10 AV NB @ 31 ST	Midtown	18	6	CO	2734	7.23	46.5	1280	90	35	2	6	1	4
9077	NB	2025	10 AV NB @ 33 ST	Midtown	18	6	CO	3201	9.33	46.4	1259	90	37	2	6	1	4
9076	EB	2025	34 EB @ 10 AV	Midtown	18	6	CO	903	8.44	48.1	1050	90	55	2	3	1	3
9076	WB	2025	34 WB @ 10 AV	Midtown	18	6	CO	766	6.50	40.9	993	90	55	2	3	1	3
9076	NB	2025	10 AV NB @ 34 ST	Midtown	18	6	CO	3451	8.09	46.3	1233	90	35	2	6	1	3
9075	NB	2025	10 AV NB @ 35 ST	Midtown	18	6	CO	3013	7.75	46.3	1267	90	35	2	6	1	4
9074	NB	2025	10 AV NB @ 36 ST	Midtown	18	6	CO	3161	8.81	46.2	1180	90	35	2	5	1	4
9073	WB	2025	37 WB @ 10 AV	Midtown	18	6	CO	1158	9.38	44.6	820	90	53	2	4	1	3
9073	NB	2025	10 AV NB @ 37 ST	Midtown	18	6	CO	3385	10.71	47.2	1230	90	37	2	6	1	4
9046	NB	2025	10 AV NB @ 38 ST	Midtown	18	6	CO	3776	9.38	46.7	1248	90	35	2	6	1	4
9032	WB	2025	39 WB @ 10 AV	Midtown	18	6	CO	8	0.00	134.9	1281	90	50	2	3	1	3
9032	NB	2025	10 AV NB @ 39 ST	Midtown	18	6	CO	4131	11.88	48.3	1378	90	40	2	6	1	4
9047	NB	2025	10 AV NB @ 40 ST	Midtown	18	6	CO	4115	12.51	47.7	1288	90	41	2	6	1	4

Table T7-1
CAL3QHC CO Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9037	NB	2025	10 AV NB @ 41 ST	Midtown	18	6	CO	4111	19.51	48.8	1284	90	50	2	6	1	3
9609	EB	2025	42 EB @ 10 AV	Midtown	18	6	CO	537	8.45	38.8	620	90	57	2	2	1	3
9609	WB	2025	42 WB @ 10 AV	Midtown	18	6	CO	1522	13.61	43.4	1046	90	54	2	3	1	3
9609	NB	2025	10 AV NB @ 42 ST	Midtown	18	6	CO	4196	19.71	49.3	1251	90	40	2	4	1	4
9608	NB	2025	10 AV NB @ 43 ST	Midtown	18	6	CO	4488	13.02	48.0	1337	90	40	2	6	1	4
9607	NB	2025	10 AV NB @ 44 ST	Midtown	18	6	CO	4754	10.48	45.1	1333	90	35	2	6	1	4
9606	NB	2025	10 AV NB @ 45 ST	Midtown	18	6	CO	4594	17.54	45.0	1264	90	36	2	5	1	4
9605	NB	2025	10 AV NB @ 46 ST	Midtown	18	6	CO	4623	17.08	45.0	1275	90	36	2	5	1	4
9909	SB	2025	11 AV SB @ 30 ST	Midtown	18	6	CO	2377	9.23	47.7	1239	90	45	2	4	1	3
9907	SB	2025	11 AV SB @ 33 ST	Midtown	18	6	CO	1812	7.13	46.8	1361	90	30	2	4	1	3
9904	EB	2025	34 EB @ 11 AV	Midtown	18	6	CO	662	8.78	44.1	893	90	61	2	3	1	5
9904	WB	2025	34 WB @ 11 AV	Midtown	18	6	CO	1248	12.35	44.2	896	90	61	2	3	1	3
9904	SB	2025	11 AV SB @ 34 ST	Midtown	18	6	CO	2596	7.64	47.6	1291	90	29	2	4	1	4
9901	NB	2025	11 AV NB @ 35 ST	Midtown	18	6	CO	366	7.52	44.1	1556	90	45	2	3	1	3
9901	SB	2025	11 AV SB @ 35 ST	Midtown	18	6	CO	1920	6.62	45.8	1319	90	45	2	5	1	3
9898	NB	2025	11 AV NB @ 36 ST	Midtown	18	6	CO	774	9.16	47.3	1406	90	27	2	3	1	3
9898	SB	2025	11 AV SB @ 36 ST	Midtown	18	6	CO	2591	18.70	46.7	1101	90	27	2	5	1	3
9034	EB	2025	37 EB @ 11 AV	Midtown	18	6	CO	100	8.19	45.6	1479	90	63	2	1	1	3
9034	WB	2025	37 WB @ 11 AV	Midtown	18	6	CO	1016	13.07	48.2	1242	90	63	2	3	1	3
9034	NB	2025	11 AV NB @ 37 ST	Midtown	18	6	CO	650	9.88	46.7	1306	90	27	2	2	1	3
9034	SB	2025	11 AV SB @ 37 ST	Midtown	18	6	CO	1976	6.57	46.5	1475	90	27	2	4	1	3
150008	NB	2025	11 AV NB @ 38 ST	Midtown	18	6	CO	1057	12.03	46.7	1448	90	27	2	3	1	3
150008	SB	2025	11 AV SB @ 38 ST	Midtown	18	6	CO	2460	13.26	46.1	1150	90	27	2	4	1	3
9894	EB	2025	39 EB @ 11 AV	Midtown	18	6	CO	100	7.96	41.9	931	90	54	2	1	1	3
9894	WB	2025	39 WB @ 11 AV	Midtown	18	6	CO	332	14.61	62.4	968	90	54	2	2	1	3
9894	NB	2025	11 AV NB @ 39 ST	Midtown	18	6	CO	729	8.73	44.5	1452	90	36	2	3	1	3
9894	SB	2025	11 AV SB @ 39 ST	Midtown	18	6	CO	2255	6.66	45.0	1345	90	36	2	4	1	3
9035	NB	2025	11 AV NB @ 40 ST	Midtown	18	6	CO	856	12.55	48.0	1102	90	27	2	3	1	3
9035	SB	2025	11 AV SB @ 40 ST	Midtown	18	6	CO	3414	6.74	44.3	1438	90	27	2	7	1	3
9036	SB	2025	11 AV SB @ 41 ST	Midtown	18	6	CO	3379	8.02	44.2	1398	90	36	2	6	1	3
9573	EB	2025	42 EB @ 11 AV	Midtown	18	6	CO	739	10.73	43.2	886	90	52	2	3	1	3
9573	WB	2025	42 WB @ 11 AV	Midtown	18	6	CO	1197	10.03	45.2	1333	90	40	2	3	1	3
9573	SB	2025	11 AV SB @ 42 ST	Midtown	18	6	CO	2813	9.17	44.3	1470	90	50	2	5	1	4
9572	SB	2025	11 AV SB @ 43 ST	Midtown	18	6	CO	2513	8.39	44.3	1389	90	27	2	5	1	4
9571	SB	2025	11 AV SB @ 44 ST	Midtown	18	6	CO	2416	8.86	44.4	1365	90	27	2	4	1	4
9570	NB	2025	11 AV NB @ 45 ST	Midtown	18	6	CO	374	18.81	71.8	1014	90	27	2	3	1	4
9570	SB	2025	11 AV SB @ 45 ST	Midtown	18	6	CO	2274	13.27	44.4	1387	90	27	2	3	1	4
9569	NB	2025	11 AV NB @ 46 ST	Midtown	18	6	CO	544	14.23	60.8	1259	90	27	2	2	1	4
9874	SB	2025	12 AV SB @ 30 ST	Midtown	18	6	CO	3396	7.41	45.3	1804	120	24	2	4	1	3
9873	NB	2025	12 AV NB @ 33 ST	Midtown	18	6	CO	3481	8.75	45.3	0	0	0	0	0	0	0
9873	SB	2025	12 AV SB @ 33 ST	Midtown	18	6	CO	3396	7.33	45.3	0	0	0	0	0	0	0
9872	WB	2025	34 WB @ 12 AV	Midtown	18	6	CO	1518	12.98	45.1	1812	120	73	2	3	1	3
9872	NB	2025	12 AV NB @ 34 ST	Midtown	18	6	CO	3481	8.83	45.7	1719	120	48	2	5	1	3
9872	SBT	2025	12 AV SBT @ 34 ST	Midtown	18	6	CO	2982	7.28	45.1	1801	120	35	2	3	1	3
9872	SBL	2025	12 AV SBL @ 34 ST	Midtown	18	6	CO	386	10.68	42.8	1658	120	104	2	2	1	3
99000	NB	2025	12 AV NB @ 36 ST	Midtown	18	6	CO	4316	12.36	45.7	1558	120	39	2	4	1	3
99000	SB	2025	12 AV SB @ 36 ST	Midtown	18	6	CO	3330	7.10	45.1	1611	120	24	2	3	1	3
9871	NB	2025	12 AV NB @ 37 ST	Midtown	18	6	CO	4433	8.80	45.7	1613	120	41	2	5	1	3
9871	SB	2025	12 AV SB @ 37 ST	Midtown	18	6	CO	3285	8.92	45.1	1782	120	42	2	3	1	3
9870	NB	2025	12 AV NB @ 39 ST	Midtown	18	6	CO	4545	8.92	45.6	1681	120	33	2	5	1	3
9870	SB	2025	12 AV SB @ 39 ST	Midtown	18	6	CO	3258	9.69	44.3	1611	120	44	2	3	1	3
9869	NB	2025	12 AV NB @ 40 ST	Midtown	18	6	CO	4535	7.36	45.6	1687	120	19	2	6	1	3
9869	SB	2025	12 AV SB @ 40 ST	Midtown	18	6	CO	3363	7.31	44.3	1619	120	36	2	5	1	3
9868	NB	2025	12 AV NB @ 41 ST	Midtown	18	6	CO	4488	9.22	45.6	1633	120	49	2	5	1	5
9868	SB	2025	12 AV SB @ 41 ST	Midtown	18	6	CO	3356	9.24	44.2	1685	120	39	2	3	1	5
9867	WB	2025	42 WB @ 12 AV	Midtown	18	6	CO	843	7.78	45.7	939	120	66	2	4	1	3
9867	NB	2025	12 AV NB @ 42 ST	Midtown	18	6	CO	4430	11.55	45.8	1699	120	54	2	5	1	5

Table T7-1
CAL3QHC CO Input Data
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CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9867	SBT	2025	12 AV SBT @ 42 ST	Midtown	18	6	CO	3161	8.63	44.2	1818	120	47	2	3	1	3
9867	SBL	2025	12 AV SBL @ 42 ST	Midtown	18	6	CO	401	12.33	45.2	1728	120	103	2	2	1	3
9866	NB	2025	12 AV NB @ 43 ST	Midtown	18	6	CO	4823	11.56	46.0	1629	120	35	2	5	1	3
9866	SB	2025	12 AV SB @ 43 ST	Midtown	18	6	CO	3523	11.04	44.2	1595	120	51	2	5	1	3
9892	NB	2025	12 AV NB @ 44 ST	Midtown	18	6	CO	4963	10.17	46.1	1766	120	35	2	4	1	3
9892	SBT	2025	12 AV SBT @ 44 ST	Midtown	18	6	CO	3523	8.66	44.2	1766	120	35	2	4	1	3
9892	SBL	2025	12 AV SBL @ 44 ST	Midtown	18	6	CO	346	9.27	44.3	1652	120	86	2	1	1	3
9864	NB	2025	12 AV NB @ 46 ST	Midtown	18	6	CO	4698	11.65	46.5	1712	120	48	2	4	1	3
9858	SBT	2025	12 AV SBT @ 52 ST	Midtown	18	6	CO	3775	10.28	44.1	1819	120	33	2	4	1	3
9858	SBL	2025	12 AV SBL @ 52 ST	Midtown	18	6	CO	173	11.62	44.3	1800	120	105	2	1	1	3
9856	NB	2025	12 AV NB @ 54 ST	Midtown	18	6	CO	4722	8.56	46.9	1822	120	33	2	4	1	4
9856	SBT	2025	12 AV SBT @ 54 ST	Midtown	18	6	CO	3948	9.33	44.1	1836	120	33	2	4	1	4
9856	SBL	2025	12 AV SBL @ 54 ST	Midtown	18	6	CO	170	9.39	44.3	1744	120	89	2	1	1	4
9855	NB	2025	12 AV NB @ 55 ST	Midtown	18	6	CO	4890	8.14	47.0	1770	120	36	2	6	1	5
9855	SB	2025	12 AV SB @ 55 ST	Midtown	18	6	CO	3782	11.52	44.1	1837	120	51	2	4	1	3
9883	NB	2025	12 AV NB @ 56 ST	Midtown	18	6	CO	5019	11.64	47.2	1837	120	31	2	4	1	3
9883	SBT	2025	12 AV SBT @ 56 ST Thru	Midtown	18	6	CO	3782	4.92	34.6	0	0	0	0	0	0	0
9883	SBL	2025	12 AV SBL @ 56 ST Left	Midtown	18	6	CO	647	4.53	34.5	1745	120	92	2	2	1	3
99001	NB	2025	12 AV NB @ 56 ST	Midtown	18	6	CO	563	9.66	45.1	1704	120	41	2	3	1	3
9854	WB	2025	57 WB @ 9A	Midtown	18	6	CO	1037	7.83	45.0	1561	120	81	2	3	1	3
9854	NB	2025	12 AV NB @ 57 ST mr	Midtown	18	6	CO	5451	8.34	47.0	1818	120	39	2	5	1	3
99002	NB	2025	12 AV NB @ 57 ST SR	Midtown	18	6	CO	432	9.06	45.1	0	0	0	0	0	0	0
99504	NB	2025	9A NB @ 57 ST DEP	Midtown	18	6	CO	6056	10.78	46.8	0	0	0	0	0	0	0
99505	SB	2025	9A SB BR@ 57 ST MR	Midtown	18	6	CO	4429	4.69	34.6	0	0	0	0	0	0	0
21590	SB	2025	BWY @ 30 ST	Midtown	18	6	CO	900	7.40	44.8	1354	90	44	2	2	1	3
21580	SB	2025	BWY @ 31 ST	Midtown	18	6	CO	1024	9.05	44.7	1214	90	44	2	2	1	3
21561	SB	2025	BWY @ 33 ST	Midtown	18	6	CO	1091	9.97	44.6	1516	90	50	2	2	1	3
9738	SB	2025	BWY @ 35 ST	Midtown	18	6	CO	1173	15.80	44.9	1251	90	62	2	3	1	3
9737	SB	2025	BWY @ 36 ST	Midtown	18	6	CO	1287	9.16	45.0	1226	90	55	2	4	1	3
9736	SB	2025	BWY @ 37 ST	Midtown	18	6	CO	1464	8.94	45.2	1201	90	50	2	5	1	3
9731	EB	2025	42 EB @ BWY	Midtown	18	6	CO	591	7.96	41.3	1229	90	57	2	3	1	3
9731	WB	2025	42 WB @ BWY	Midtown	18	6	CO	730	7.47	38.2	1093	90	44	2	2	1	3
9081	EB	2025	34 EB @ DYER AV	Midtown	18	6	CO	1083	16.38	48.2	1208	90	58	2	2	1	3
9081	WB	2025	34 WB @ DYER AV	Midtown	18	6	CO	734	6.45	40.8	1212	90	21	2	3	1	3
9070	EB	2025	42 EB @ Dyer AV	Midtown	18	6	CO	573	8.13	43.4	1241	90	51	2	3	1	3
9070	WB	2025	42 WB @ Dyer AV	Midtown	18	6	CO	912	5.87	38.7	1320	90	51	2	3	1	3
9594	EB	2025	57 EB @ 10 AV	Midtown	18	6	CO	560	8.04	45.8	724	90	50	2	2	1	3
9558	EB	2025	57 EB @ 11 AV	Midtown	18	6	CO	432	8.15	45.0	1014	90	52	2	3	1	3
9558	WB	2025	57 WB @ 11 AV	Midtown	18	6	CO	1127	8.46	45.0	1118	90	52	2	3	1	3
21557	SB	2025	2 AV @ 34 ST	Midtown	18	6	CO	2534	7.15	44.1	1413	90	43	2	6	1	3
21551	EB	2025	34 EB @ MADISON AV	Midtown	18	6	CO	1064	13.39	46.1	1190	90	45	2	2	1	3
21550	EB	2025	34 EB @ 5 AV	Midtown	18	6	CO	929	8.48	46.8	1273	90	45	2	3	1	3
21550	WB	2025	34 WB @ 5 AV	Midtown	18	6	CO	625	6.83	39.7	1239	90	45	2	3	1	3
21537	EB	2025	36 ST EB QMT entr/1st Ave	Midtown	18	6	CO	990	18.24	45.6	1427	90	52	2	4	1	3
21537	NB	2025	QMT Ent Street NB 36th St	Midtown	18	6	CO	820	19.18	48.0	1554	90	38	2	1	1	3
21536	EB	2025	2 AV @ 36 ST	Midtown	18	6	CO	1761	18.62	46.5	1399	90	54	2	4	1	3
21536	SB	2025	2 AV @ 36 ST	Midtown	18	6	CO	2431	6.91	44.0	1386	90	36	2	7	1	3
21535	EB	2025	3 RD @ 36 ST	Midtown	18	6	CO	1290	19.06	47.7	1345	90	50	2	2	1	3
21518	SB	2025	2 AV @ 37 ST	Midtown	18	6	CO	3462	7.63	45.3	1378	90	36	2	6	1	3
27756	SB	2025	9A SB VESTRY	Midtown	18	6	CO	3227	7.55	46.7	1837	120	1	2	4	1	3
27758	NB	2025	9A NB WATTS	Midtown	18	6	CO	3915	7.43	44.9	1739	120	38	2	4	1	3
27758	SB	2025	9A SB WATTS	Midtown	18	6	CO	3227	8.52	46.7	1837	120	38	2	3	1	3
27759	NB	2025	9A NB CANAL	Midtown	18	6	CO	3831	7.88	44.9	1726	120	50	2	5	1	3
27759	SB	2025	9A SB CANAL	Midtown	18	6	CO	4042	7.93	46.8	1724	120	27	2	5	1	3
27760	WB	2025	CANAL WB 9A	Midtown	18	6	CO	492	8.66	44.8	1603	120	91	2	3	1	3
27760	NB	2025	9A NB CANAL	Midtown	18	6	CO	3673	7.16	44.9	1801	120	30	2	4	1	3
27760	SB	2025	9A SB CANAL	Midtown	18	6	CO	3844	7.77	46.9	1722	120	30	2	5	1	3

Table T7-1
CAL3QHC CO Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
148922	NB	2025	9A NB HOUSTON	Midtown	18	6	CO	3788	7.25	44.9	1806	120	54	2	5	1	3
27796	EB	2025	CANAL EB HUDSON	Midtown	18	6	CO	994	9.13	46.4	1082	90	32	2	3	1	3
27796	WB	2025	CANAL WB HUDSON	Midtown	18	6	CO	949	8.61	44.4	1448	90	32	2	3	1	3
27826	EB	2025	CANAL EB GREENWICH	Midtown	18	6	CO	1095	8.90	46.2	1256	90	45	2	4	1	3
27826	WB	2025	CANAL WB GREENWICH	Midtown	18	6	CO	528	6.96	44.5	1542	90	27	2	2	1	3
27813	EB	2025	CANAL EB WATTS	Midtown	18	6	CO	972	8.53	46.5	1404	120	30	2	3	1	3
27813	WB	2025	CANAL WB WATTS	Midtown	18	6	CO	411	7.26	44.6	1679	120	30	2	2	1	3
9903	EB	2025	34 EB @ JJCC	Midtown	18	6	CO	655	6.74	44.1	1452	120	23	2	3	1	3
9903	WB	2025	34 WB @ JJCC	Midtown	18	6	CO	1512	7.51	44.1	1452	120	23	2	3	1	3
12335	RMP	2025	39 ST on-ramp LT	Midtown	18	6	CO	1	6.84	41.8	0	0	0	0	0	0	0
12239	RMP	2025	Bus Ramp R-99	Midtown	18	6	CO	933	1.93	7.4	0	0	0	0	0	0	0
12306	RMP	2025	Ramp A	Midtown	18	6	CO	1	0.00	132.1	0	0	0	0	0	0	0
9030	RMP	2025	Galvin Plz SB to N. Portal	Midtown	18	6	CO	843	11.36	42.3	0	0	0	0	0	0	0
9028	RMP	2025	40 ST RT to Galvin Plz	Midtown	18	6	CO	1055	11.59	42.2	0	0	0	0	0	0	0
9024	RMP	2025	LT NORTH PORTAL	Midtown	18	6	CO	3011	12.79	44.5	0	0	0	0	0	0	0
99515	WB	2025	MT WB FROM South PORTA	Midtown	18	6	CO	0	0.00	0.0	0	0	0	0	0	0	0
99515	EB	2025	QMT EB TO South PORTAL	Midtown	18	6	CO	4031	18.93	47.3	0	0	0	0	0	0	0
9055	RMP	2025	R92 Bus Ramp	Midtown	18	6	CO	27	1.20	7.4	0	0	0	0	0	0	0
9059	RMP	2025	R96 Bus Ramp	Midtown	18	6	CO	413	1.20	7.4	0	0	0	0	0	0	0
12241	RMP	2025	R95 Bus Ramp	Midtown	18	6	CO	279	1.20	7.4	0	0	0	0	0	0	0
99007	RMP	2025	R97 Bus Ramp	Midtown	18	6	CO	4	1.20	7.4	0	0	0	0	0	0	0
99500	RMP	2025	R94 Bus Ramp	Midtown	18	6	CO	3	1.20	7.4	0	0	0	0	0	0	0
99501	RMP	2025	R98 Bus Ramp	Midtown	18	6	CO	247	1.20	7.4	0	0	0	0	0	0	0

Table T7-2
CAL3QHC PM10 Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
99502	SB	2025	9A SB @ 57 ST SR	Midtown	18	6	PM10	99	0.569	0.005	0	0	0	0	0	0	0
99503	NB	2025	12 AV NB @ 59 ST SR	Midtown	18	6	PM10	99	0.569	0.003	0	0	0	0	0	0	0
21579	NB	2025	6 AV @ 31 ST	Midtown	18	6	PM10	2488	0.776	0.029	1269	90	44	2	4	1	4
21570	NB	2025	6 AV @ 32 ST	Midtown	18	6	PM10	2489	0.776	0.029	1301	90	44	2	4	1	4
21560	NB	2025	6 AV @ 33 ST	Midtown	18	6	PM10	2415	0.776	0.029	1456	90	50	2	5	1	3
21549	EB	2025	34 EB @ 6 AV	Midtown	18	6	PM10	929	0.775	0.023	1239	90	58	2	3	1	3
21549	WB	2025	34 WB @ 6 AV	Midtown	18	6	PM10	844	0.776	0.059	1164	90	58	2	3	1	3
21549	NB	2025	6 AV @ 34 ST	Midtown	18	6	PM10	1982	0.776	0.030	1378	90	59	2	4	1	5
21549	SB	2025	BWY @ 34 ST	Midtown	18	6	PM10	1091	0.775	0.015	1359	90	64	2	3	1	3
9786	NB	2025	6 AV @ 35 ST	Midtown	18	6	PM10	2005	0.776	0.030	1412	90	35	2	4	1	4
9785	NB	2025	6 AV @ 36 ST	Midtown	18	6	PM10	2114	0.776	0.030	1266	90	45	2	5	1	4
9784	NB	2025	6 AV @ 37 ST	Midtown	18	6	PM10	2012	0.776	0.030	1292	90	45	2	5	1	4
9783	NB	2025	6 AV @ 38 ST	Midtown	18	6	PM10	2058	0.776	0.030	1280	90	40	2	5	1	4
9779	EB	2025	42 EB @ 6 AV	Midtown	18	6	PM10	641	0.776	0.067	908	90	50	2	3	1	3
9749	EB	2025	34 EB @ 7 AV	Midtown	18	6	PM10	1095	0.775	0.022	1179	90	50	2	3	1	3
9749	WB	2025	34 WB @ 7 AV	Midtown	18	6	PM10	860	0.776	0.059	875	90	50	2	3	1	3
9741	EB	2025	42 EB @ 7 AV	Midtown	18	6	PM10	690	0.776	0.067	1242	90	51	2	3	1	3
9741	WB	2025	42 WB @ 7 AV	Midtown	18	6	PM10	670	0.776	0.069	1136	90	51	2	3	1	3
9755	EB	2025	34 EB @ 8 AV	Midtown	18	6	PM10	1182	0.775	0.014	688	90	45	2	2	1	3
9755	WB	2025	34 WB @ 8 AV	Midtown	18	6	PM10	799	0.776	0.053	1077	90	45	2	3	1	3
9043	NB	2025	8 AV @ 38 ST	Midtown	18	6	PM10	2616	0.569	0.009	1232	90	43	2	4	1	4
9042	WB	2025	39 WB @ 8 AV	Midtown	18	6	PM10	776	0.776	0.029	934	90	45	2	2	1	3
9042	NB	2025	8 AV @ 39 ST	Midtown	18	6	PM10	2496	0.569	0.009	1317	90	45	2	4	1	4
9041	NB	2025	8 AV @ 40 ST	Midtown	18	6	PM10	2819	0.569	0.009	1227	90	48	2	4	1	4
9040	NB	2025	8 AV @ 41 ST	Midtown	18	6	PM10	2618	0.569	0.010	1302	90	52	2	5	1	4
9673	EB	2025	42 EB @ 8 AV	Midtown	18	6	PM10	594	0.776	0.064	1153	90	40	2	3	1	3
9673	WB	2025	42 WB @ 8 AV	Midtown	18	6	PM10	796	0.776	0.070	1010	90	60	2	3	1	3
9673	NB	2025	8 AV @ 42 ST	Midtown	18	6	PM10	2988	0.569	0.010	1294	90	50	2	5	1	4
9672	NB	2025	8 AV @ 43 ST	Midtown	18	6	PM10	2821	0.569	0.010	1261	90	40	2	4	1	4
9671	NB	2025	8 AV @ 44 ST	Midtown	18	6	PM10	2582	0.569	0.010	1344	90	35	2	6	1	4
9670	NB	2025	8 AV @ 45 ST	Midtown	18	6	PM10	2638	0.569	0.010	1318	90	35	2	5	1	4
9669	NB	2025	8 AV @ 46 ST	Midtown	18	6	PM10	2792	0.569	0.010	1260	90	35	2	5	1	4
9760	SB	2025	9 AVE SB 30 ST	Midtown	18	6	PM10	2719	0.776	0.028	1263	90	41	2	5	1	4
9759	SB	2025	9 AVE SB 31 ST	Midtown	18	6	PM10	2660	0.776	0.029	1204	90	35	2	5	1	4
9078	SB	2025	9 AVE SB 33 ST	Midtown	18	6	PM10	2610	0.776	0.029	1341	90	35	2	5	1	4
9079	EB	2025	34 EB @ 9 AV	Midtown	18	6	PM10	1343	0.775	0.015	1050	90	55	2	3	1	3
9079	WB	2025	34 WB @ 9 AV	Midtown	18	6	PM10	762	0.776	0.053	1338	90	40	2	3	1	3
9079	SB	2025	9 AVE SB 34 ST	Midtown	18	6	PM10	2404	0.776	0.029	1255	90	50	2	6	1	4
9080	SB	2025	9 AVE SB 35 ST	Midtown	18	6	PM10	2534	0.776	0.028	1220	90	35	2	5	1	4
9067	SB	2025	9 AVE SB 36 ST	Midtown	18	6	PM10	3839	0.776	0.031	1259	90	35	2	5	1	4
9068	WB	2025	37 WB @ 9 AV	Midtown	18	6	PM10	1585	1.112	0.021	1242	90	52	2	2	1	3
9068	SB	2025	9 AVE SB 37 ST	Midtown	18	6	PM10	3421	0.776	0.031	1209	90	35	2	5	1	4
9052	WB	2025	39 WB @ 9 AV	Midtown	18	6	PM10	445	0.775	0.021	756	90	55	2	2	1	3
9069	EB	2025	42 EB @ 9 AV	Midtown	18	6	PM10	802	0.776	0.062	911	90	56	2	3	1	3
9069	WB	2025	42 WB @ 9 AV	Midtown	18	6	PM10	867	0.776	0.066	1197	90	40	2	3	1	3
9933	NB	2025	10 AV NB @ 31 ST	Midtown	18	6	PM10	2734	0.775	0.018	1280	90	35	2	6	1	4
9077	NB	2025	10 AV NB @ 33 ST	Midtown	18	6	PM10	3201	0.775	0.018	1259	90	37	2	6	1	4
9076	EB	2025	34 EB @ 10 AV	Midtown	18	6	PM10	903	0.775	0.013	1050	90	55	2	3	1	3
9076	WB	2025	34 WB @ 10 AV	Midtown	18	6	PM10	766	0.776	0.051	993	90	55	2	3	1	3
9076	NB	2025	10 AV NB @ 34 ST	Midtown	18	6	PM10	3451	0.775	0.019	1233	90	35	2	6	1	3
9075	NB	2025	10 AV NB @ 35 ST	Midtown	18	6	PM10	3013	0.775	0.019	1267	90	35	2	6	1	4
9074	NB	2025	10 AV NB @ 36 ST	Midtown	18	6	PM10	3161	0.775	0.019	1180	90	35	2	5	1	4
9073	WB	2025	37 WB @ 10 AV	Midtown	18	6	PM10	1158	1.112	0.020	820	90	53	2	4	1	3
9073	NB	2025	10 AV NB @ 37 ST	Midtown	18	6	PM10	3385	0.775	0.020	1230	90	37	2	6	1	4
9046	NB	2025	10 AV NB @ 38 ST	Midtown	18	6	PM10	3776	0.775	0.021	1248	90	35	2	6	1	4
9032	WB	2025	39 WB @ 10 AV	Midtown	18	6	PM10	187	0.775	0.000	1281	90	50	2	3	1	3
9032	NB	2025	10 AV NB @ 39 ST	Midtown	18	6	PM10	4131	0.775	0.019	1378	90	40	2	6	1	4

Table T7-2
CAL3QHC PM10 Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9047	NB	2025	10 AV NB @ 40 ST	Midtown	18	6	PM10	4115	0.775	0.020	1288	90	41	2	6	1	4
9037	NB	2025	10 AV NB @ 41 ST	Midtown	18	6	PM10	4111	0.775	0.018	1284	90	50	2	6	1	3
9609	EB	2025	42 EB @ 10 AV	Midtown	18	6	PM10	537	0.776	0.068	620	90	57	2	2	1	3
9609	WB	2025	42 WB @ 10 AV	Midtown	18	6	PM10	1522	0.775	0.017	1046	90	54	2	3	1	3
9609	NB	2025	10 AV NB @ 42 ST	Midtown	18	6	PM10	4196	0.775	0.017	1251	90	40	2	4	1	4
9608	NB	2025	10 AV NB @ 43 ST	Midtown	18	6	PM10	4488	0.775	0.019	1337	90	40	2	6	1	4
9607	NB	2025	10 AV NB @ 44 ST	Midtown	18	6	PM10	4754	0.775	0.024	1333	90	35	2	6	1	4
9606	NB	2025	10 AV NB @ 45 ST	Midtown	18	6	PM10	4594	0.775	0.024	1264	90	36	2	5	1	4
9605	NB	2025	10 AV NB @ 46 ST	Midtown	18	6	PM10	4623	0.775	0.024	1275	90	36	2	5	1	4
9909	SB	2025	11 AV SB @ 30 ST	Midtown	18	6	PM10	2377	0.775	0.008	1239	90	45	2	4	1	3
9907	SB	2025	11 AV SB @ 33 ST	Midtown	18	6	PM10	1812	0.775	0.008	1361	90	30	2	4	1	3
9904	EB	2025	34 EB @ 11 AV	Midtown	18	6	PM10	662	0.775	0.022	893	90	61	2	3	1	5
9904	WB	2025	34 WB @ 11 AV	Midtown	18	6	PM10	1248	0.775	0.013	896	90	61	2	3	1	3
9904	SB	2025	11 AV SB @ 34 ST	Midtown	18	6	PM10	2596	0.775	0.005	1291	90	29	2	4	1	4
9901	NB	2025	11 AV NB @ 35 ST	Midtown	18	6	PM10	366	0.775	0.020	1556	90	45	2	3	1	3
9901	SB	2025	11 AV SB @ 35 ST	Midtown	18	6	PM10	1920	0.775	0.008	1319	90	45	2	5	1	3
9898	NB	2025	11 AV NB @ 36 ST	Midtown	18	6	PM10	774	0.775	0.033	1406	90	27	2	3	1	3
9898	SB	2025	11 AV SB @ 36 ST	Midtown	18	6	PM10	2591	0.775	0.005	1101	90	27	2	5	1	3
9034	EB	2025	37 EB @ 11 AV	Midtown	18	6	PM10	100	1.111	0.000	1479	90	63	2	1	1	3
9034	WB	2025	37 WB @ 11 AV	Midtown	18	6	PM10	1016	1.112	0.016	1242	90	63	2	3	1	3
9034	NB	2025	11 AV NB @ 37 ST	Midtown	18	6	PM10	650	0.776	0.036	1306	90	27	2	2	1	3
9034	SB	2025	11 AV SB @ 37 ST	Midtown	18	6	PM10	1976	0.775	0.005	1475	90	27	2	4	1	3
150008	NB	2025	11 AV NB @ 38 ST	Midtown	18	6	PM10	1057	0.776	0.035	1448	90	27	2	3	1	3
150008	SB	2025	11 AV SB @ 38 ST	Midtown	18	6	PM10	2460	0.775	0.005	1150	90	27	2	4	1	3
9894	EB	2025	39 EB @ 11 AV	Midtown	18	6	PM10	100	0.776	0.034	931	90	54	2	1	1	3
9894	WB	2025	39 WB @ 11 AV	Midtown	18	6	PM10	510	0.775	0.000	968	90	54	2	2	1	3
9894	NB	2025	11 AV NB @ 39 ST	Midtown	18	6	PM10	729	0.776	0.041	1452	90	36	2	3	1	3
9894	SB	2025	11 AV SB @ 39 ST	Midtown	18	6	PM10	2255	0.775	0.007	1345	90	36	2	4	1	3
9035	NB	2025	11 AV NB @ 40 ST	Midtown	18	6	PM10	856	0.775	0.032	1102	90	27	2	3	1	3
9035	SB	2025	11 AV SB @ 40 ST	Midtown	18	6	PM10	3414	0.775	0.008	1438	90	27	2	7	1	3
9036	SB	2025	11 AV SB @ 41 ST	Midtown	18	6	PM10	3379	0.775	0.009	1398	90	36	2	6	1	3
9573	EB	2025	42 EB @ 11 AV	Midtown	18	6	PM10	739	0.775	0.025	886	90	52	2	3	1	3
9573	WB	2025	42 WB @ 11 AV	Midtown	18	6	PM10	1197	0.775	0.015	1333	90	40	2	3	1	3
9573	SB	2025	11 AV SB @ 42 ST	Midtown	18	6	PM10	2813	0.775	0.009	1470	90	50	2	5	1	4
9572	SB	2025	11 AV SB @ 43 ST	Midtown	18	6	PM10	2513	0.775	0.009	1389	90	27	2	5	1	4
9571	SB	2025	11 AV SB @ 44 ST	Midtown	18	6	PM10	2416	0.775	0.009	1365	90	27	2	4	1	4
9570	NB	2025	11 AV NB @ 45 ST	Midtown	18	6	PM10	613	0.775	0.000	1014	90	27	2	3	1	4
9570	SB	2025	11 AV SB @ 45 ST	Midtown	18	6	PM10	2274	0.775	0.009	1387	90	27	2	3	1	4
9569	NB	2025	11 AV NB @ 46 ST	Midtown	18	6	PM10	555	0.775	0.000	1259	90	27	2	2	1	4
9874	SB	2025	12 AV SB @ 30 ST	Midtown	18	6	PM10	3396	0.569	0.006	1804	120	24	2	4	1	3
9873	NB	2025	12 AV NB @ 33 ST	Midtown	18	6	PM10	3481	0.569	0.009	0	0	0	0	0	0	0
9873	SB	2025	12 AV SB @ 33 ST	Midtown	18	6	PM10	3396	0.569	0.006	0	0	0	0	0	0	0
9872	WB	2025	34 WB @ 12 AV	Midtown	18	6	PM10	1518	0.775	0.012	1812	120	73	2	3	1	3
9872	NB	2025	12 AV NB @ 34 ST	Midtown	18	6	PM10	3481	0.569	0.009	1719	120	48	2	5	1	3
9872	SBT	2025	12 AV SBT @ 34 ST	Midtown	18	6	PM10	2982	0.569	0.006	1801	120	35	2	3	1	3
9872	SBL	2025	12 AV SBL @ 34 ST	Midtown	18	6	PM10	386	0.570	0.030	1658	120	104	2	2	1	3
99000	NB	2025	12 AV NB @ 36 ST	Midtown	18	6	PM10	4316	0.569	0.009	1558	120	39	2	4	1	3
99000	SB	2025	12 AV SB @ 36 ST	Midtown	18	6	PM10	3330	0.569	0.006	1611	120	24	2	3	1	3
9871	NB	2025	12 AV NB @ 37 ST	Midtown	18	6	PM10	4433	0.569	0.009	1613	120	41	2	5	1	3
9871	SB	2025	12 AV SB @ 37 ST	Midtown	18	6	PM10	3285	0.569	0.006	1782	120	42	2	3	1	3
9870	NB	2025	12 AV NB @ 39 ST	Midtown	18	6	PM10	4545	0.569	0.009	1681	120	33	2	5	1	3
9870	SB	2025	12 AV SB @ 39 ST	Midtown	18	6	PM10	3258	0.569	0.005	1611	120	44	2	3	1	3
9869	NB	2025	12 AV NB @ 40 ST	Midtown	18	6	PM10	4535	0.569	0.009	1687	120	19	2	6	1	3
9869	SB	2025	12 AV SB @ 40 ST	Midtown	18	6	PM10	3363	0.569	0.005	1619	120	36	2	5	1	3
9868	NB	2025	12 AV NB @ 41 ST	Midtown	18	6	PM10	4488	0.569	0.009	1633	120	49	2	5	1	5
9868	SB	2025	12 AV SB @ 41 ST	Midtown	18	6	PM10	3356	0.569	0.005	1685	120	39	2	3	1	5
9867	WB	2025	42 WB @ 12 AV	Midtown	18	6	PM10	843	0.775	0.017	939	120	66	2	4	1	3

Table T7-2
CAL3QHC PM10 Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9867	NB	2025	12 AV NB @ 42 ST	Midtown	18	6	PM10	4430	0.569	0.009	1699	120	54	2	5	1	5
9867	SBT	2025	12 AV SBT @ 42 ST	Midtown	18	6	PM10	3161	0.569	0.005	1818	120	47	2	3	1	3
9867	SBL	2025	12 AV SBL @ 42 ST	Midtown	18	6	PM10	401	0.569	0.003	1728	120	103	2	2	1	3
9866	NB	2025	12 AV NB @ 43 ST	Midtown	18	6	PM10	4823	0.569	0.009	1629	120	35	2	5	1	3
9866	SB	2025	12 AV SB @ 43 ST	Midtown	18	6	PM10	3523	0.569	0.005	1595	120	51	2	5	1	3
9892	NB	2025	12 AV NB @ 44 ST	Midtown	18	6	PM10	4963	0.569	0.009	1766	120	35	2	4	1	3
9892	SBT	2025	12 AV SBT @ 44 ST	Midtown	18	6	PM10	3523	0.569	0.005	1766	120	35	2	4	1	3
9892	SBL	2025	12 AV SBL @ 44 ST	Midtown	18	6	PM10	346	0.569	0.005	1652	120	86	2	1	1	3
9864	NB	2025	12 AV NB @ 46 ST	Midtown	18	6	PM10	4698	0.569	0.009	1712	120	48	2	4	1	3
9858	SBT	2025	12 AV SBT @ 52 ST	Midtown	18	6	PM10	3775	0.569	0.005	1819	120	33	2	4	1	3
9858	SBL	2025	12 AV SBL @ 52 ST	Midtown	18	6	PM10	173	0.569	0.005	1800	120	105	2	1	1	3
9856	NB	2025	12 AV NB @ 54 ST	Midtown	18	6	PM10	4722	0.569	0.003	1822	120	33	2	4	1	4
9856	SBT	2025	12 AV SBT @ 54 ST	Midtown	18	6	PM10	3948	0.569	0.005	1836	120	33	2	4	1	4
9856	SBL	2025	12 AV SBL @ 54 ST	Midtown	18	6	PM10	170	0.569	0.005	1744	120	89	2	1	1	4
9855	NB	2025	12 AV NB @ 55 ST	Midtown	18	6	PM10	4890	0.569	0.003	1770	120	36	2	6	1	5
9855	SB	2025	12 AV SB @ 55 ST	Midtown	18	6	PM10	3782	0.569	0.005	1837	120	51	2	4	1	3
9883	NB	2025	12 AV NB @ 56 ST	Midtown	18	6	PM10	5019	0.569	0.003	1837	120	31	2	4	1	3
9883	SBT	2025	12 AV SBT @ 56 ST Thru	Midtown	18	6	PM10	3782	0.569	0.005	0	0	0	0	0	0	0
9883	SBL	2025	12 AV SBL @ 56 ST Left	Midtown	18	6	PM10	647	0.569	0.005	1745	120	92	2	2	1	3
99001	NB	2025	12 AV NB @ 56 ST	Midtown	18	6	PM10	563	0.569	0.003	1704	120	41	2	3	1	3
9854	WB	2025	57 WB @ 9A	Midtown	18	6	PM10	1037	0.775	0.002	1561	120	81	2	3	1	3
9854	NB	2025	12 AV NB @ 57 ST mr	Midtown	18	6	PM10	5451	0.569	0.003	1818	120	39	2	5	1	3
99002	NB	2025	12 AV NB @ 57 ST SR	Midtown	18	6	PM10	432	0.569	0.003	0	0	0	0	0	0	0
99504	NB	2025	9A NB @ 57 ST DEP	Midtown	18	6	PM10	6056	0.048	0.003	0	0	0	0	0	0	0
99505	SB	2025	9A SB BR@ 57 ST MR	Midtown	18	6	PM10	4429	0.048	0.005	0	0	0	0	0	0	0
21590	SB	2025	BWY @ 30 ST	Midtown	18	6	PM10	900	0.775	0.015	1354	90	44	2	2	1	3
21580	SB	2025	BWY @ 31 ST	Midtown	18	6	PM10	1024	0.775	0.015	1214	90	44	2	2	1	3
21561	SB	2025	BWY @ 33 ST	Midtown	18	6	PM10	1091	0.775	0.015	1516	90	50	2	2	1	3
9738	SB	2025	BWY @ 35 ST	Midtown	18	6	PM10	1173	0.775	0.014	1251	90	62	2	3	1	3
9737	SB	2025	BWY @ 36 ST	Midtown	18	6	PM10	1287	0.775	0.014	1226	90	55	2	4	1	3
9736	SB	2025	BWY @ 37 ST	Midtown	18	6	PM10	1464	0.775	0.014	1201	90	50	2	5	1	3
9731	EB	2025	42 EB @ BWY	Midtown	18	6	PM10	591	0.776	0.066	1229	90	57	2	3	1	3
9731	WB	2025	42 WB @ BWY	Midtown	18	6	PM10	730	0.776	0.064	1093	90	44	2	2	1	3
9081	EB	2025	34 EB @ DYER AV	Midtown	18	6	PM10	1083	0.775	0.014	1208	90	58	2	2	1	3
9081	WB	2025	34 WB @ DYER AV	Midtown	18	6	PM10	734	0.776	0.053	1212	90	21	2	3	1	3
9070	EB	2025	42 EB @ Dyer AV	Midtown	18	6	PM10	573	0.776	0.052	1241	90	51	2	3	1	3
9070	WB	2025	42 WB @ Dyer AV	Midtown	18	6	PM10	912	0.776	0.064	1320	90	51	2	3	1	3
9594	EB	2025	57 EB @ 10 AV	Midtown	18	6	PM10	560	0.775	0.002	724	90	50	2	2	1	3
9558	EB	2025	57 EB @ 11 AV	Midtown	18	6	PM10	432	0.775	0.002	1014	90	52	2	3	1	3
9558	WB	2025	57 WB @ 11 AV	Midtown	18	6	PM10	1127	0.775	0.002	1118	90	52	2	3	1	3
21557	SB	2025	2 AV @ 34 ST	Midtown	18	6	PM10	2534	0.775	0.015	1413	90	43	2	6	1	3
21551	EB	2025	34 EB @ MADISON AV	Midtown	18	6	PM10	1064	0.775	0.024	1190	90	45	2	2	1	3
21550	EB	2025	34 EB @ 5 AV	Midtown	18	6	PM10	929	0.775	0.023	1273	90	45	2	3	1	3
21550	WB	2025	34 WB @ 5 AV	Midtown	18	6	PM10	625	0.776	0.056	1239	90	45	2	3	1	3
21537	EB	2025	36 ST EB QMT entr/1st Ave	Midtown	18	6	PM10	990	0.775	0.006	1427	90	52	2	4	1	3
21537	NB	2025	QMT Ent Street NB 36th St	Midtown	18	6	PM10	820	0.775	0.012	1554	90	38	2	1	1	3
21536	EB	2025	2 AV @ 36 ST	Midtown	18	6	PM10	1761	0.775	0.012	1399	90	54	2	4	1	3
21536	SB	2025	2 AV @ 36 ST	Midtown	18	6	PM10	2431	0.775	0.015	1386	90	36	2	7	1	3
21535	EB	2025	3 RD @ 36 ST	Midtown	18	6	PM10	1290	0.775	0.005	1345	90	50	2	2	1	3
21518	SB	2025	2 AV @ 37 ST	Midtown	18	6	PM10	3462	0.775	0.014	1378	90	36	2	6	1	3
27756	SB	2025	9A SB VESTRY	Midtown	18	6	PM10	3227	0.775	0.009	1837	120	1	2	4	1	3
27758	NB	2025	9A NB WATTS	Midtown	18	6	PM10	3915	0.775	0.009	1739	120	38	2	4	1	3
27758	SB	2025	9A SB WATTS	Midtown	18	6	PM10	3227	0.775	0.009	1837	120	38	2	3	1	3
27759	NB	2025	9A NB CANAL	Midtown	18	6	PM10	3831	0.775	0.009	1726	120	50	2	5	1	3
27759	SB	2025	9A SB CANAL	Midtown	18	6	PM10	4042	0.775	0.009	1724	120	27	2	5	1	3
27760	WB	2025	CANAL WB 9A	Midtown	18	6	PM10	492	0.775	0.021	1603	120	91	2	3	1	3
27760	NB	2025	9A NB CANAL	Midtown	18	6	PM10	3673	0.775	0.009	1801	120	30	2	4	1	3

Table T7-2
CAL3QHC PM10 Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
27760	SB	2025	9A SB CANAL	Midtown	18	6	PM10	3844	0.775	0.010	1722	120	30	2	5	1	3
148922	NB	2025	9A NB HOUSTON	Midtown	18	6	PM10	3788	0.775	0.009	1806	120	54	2	5	1	3
27796	EB	2025	CANAL EB HUDSON	Midtown	18	6	PM10	994	0.775	0.022	1082	90	32	2	3	1	3
27796	WB	2025	CANAL WB HUDSON	Midtown	18	6	PM10	949	0.776	0.025	1448	90	32	2	3	1	3
27826	EB	2025	CANAL EB GREENWICH	Midtown	18	6	PM10	1095	0.776	0.022	1256	90	45	2	4	1	3
27826	WB	2025	CANAL WB GREENWICH	Midtown	18	6	PM10	528	0.776	0.023	1542	90	27	2	2	1	3
27813	EB	2025	CANAL EB WATTS	Midtown	18	6	PM10	972	0.775	0.022	1404	120	30	2	3	1	3
27813	WB	2025	CANAL WB WATTS	Midtown	18	6	PM10	411	0.776	0.022	1679	120	30	2	2	1	3
9903	EB	2025	34 EB @ JJCC	Midtown	18	6	PM10	655	0.775	0.022	1452	120	23	2	3	1	3
9903	WB	2025	34 WB @ JJCC	Midtown	18	6	PM10	1512	0.775	0.014	1452	120	23	2	3	1	3
12335	RMP	2025	39 ST on-ramp LT	Midtown	18	6	PM10	1	0.776	0.043	0	0	0	0	0	0	0
12239	RMP	2025	Bus Ramp R-99	Midtown	18	6	PM10	933	0.781	0.368	0	0	0	0	0	0	0
12306	RMP	2025	Ramp A	Midtown	18	6	PM10	24	0.775	0.002	0	0	0	0	0	0	0
9030	RMP	2025	Galvin Plz SB to N. Portal	Midtown	18	6	PM10	843	0.775	0.031	0	0	0	0	0	0	0
9028	RMP	2025	40 ST RT to Galvin Plz	Midtown	18	6	PM10	1055	0.775	0.031	0	0	0	0	0	0	0
9024	RMP	2025	LT NORTH PORTAL	Midtown	18	6	PM10	3011	0.776	0.038	0	0	0	0	0	0	0
99515	WB	2025	MT WB FROM South PORTA	Midtown	18	6	PM10	11	0.775	0.001	0	0	0	0	0	0	0
99515	EB	2025	QMT EB TO South PORTAL	Midtown	18	6	PM10	4031	0.775	0.006	0	0	0	0	0	0	0
9055	RMP	2025	R92 Bus Ramp	Midtown	18	6	PM10	27	0.781	0.368	0	0	0	0	0	0	0
9059	RMP	2025	R96 Bus Ramp	Midtown	18	6	PM10	413	0.781	0.368	0	0	0	0	0	0	0
12241	RMP	2025	R95 Bus Ramp	Midtown	18	6	PM10	279	0.781	0.368	0	0	0	0	0	0	0
99007	RMP	2025	R97 Bus Ramp	Midtown	18	6	PM10	4	0.781	0.368	0	0	0	0	0	0	0
99500	RMP	2025	R94 Bus Ramp	Midtown	18	6	PM10	3	0.781	0.368	0	0	0	0	0	0	0
99501	RMP	2025	R98 Bus Ramp	Midtown	18	6	PM10	247	0.781	0.368	0	0	0	0	0	0	0

Table T7-3
CAL3QHC PM2.5 Daily Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix WITH FUGITIVE DUST

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
99502	SB	2025	9A SB @ 57 ST SR	Midtown	18	6	PM25	99	0.047	0.006	0	0	0	0	0	0	0
99503	NB	2025	12 AV NB @ 59 ST SR	Midtown	18	6	PM25	99	0.047	0.003	0	0	0	0	0	0	0
21579	NB	2025	6 AV @ 31 ST	Midtown	18	6	PM25	2488	0.098	0.029	1269	90	44	2	4	1	4
21570	NB	2025	6 AV @ 32 ST	Midtown	18	6	PM25	2489	0.098	0.029	1301	90	44	2	4	1	4
21560	NB	2025	6 AV @ 33 ST	Midtown	18	6	PM25	2415	0.098	0.029	1456	90	50	2	5	1	3
21549	EB	2025	34 EB @ 6 AV	Midtown	18	6	PM25	929	0.098	0.025	1239	90	58	2	3	1	3
21549	WB	2025	34 WB @ 6 AV	Midtown	18	6	PM25	844	0.100	0.065	1164	90	58	2	3	1	3
21549	NB	2025	6 AV @ 34 ST	Midtown	18	6	PM25	1982	0.098	0.030	1378	90	59	2	4	1	5
21549	SB	2025	BWY @ 34 ST	Midtown	18	6	PM25	1091	0.098	0.017	1359	90	64	2	3	1	3
9786	NB	2025	6 AV @ 35 ST	Midtown	18	6	PM25	2005	0.098	0.030	1412	90	35	2	4	1	4
9785	NB	2025	6 AV @ 36 ST	Midtown	18	6	PM25	2114	0.098	0.031	1266	90	45	2	5	1	4
9784	NB	2025	6 AV @ 37 ST	Midtown	18	6	PM25	2012	0.098	0.030	1292	90	45	2	5	1	4
9783	NB	2025	6 AV @ 38 ST	Midtown	18	6	PM25	2058	0.098	0.030	1280	90	40	2	5	1	4
9779	EB	2025	42 EB @ 6 AV	Midtown	18	6	PM25	641	0.100	0.076	908	90	50	2	3	1	3
9749	EB	2025	34 EB @ 7 AV	Midtown	18	6	PM25	1095	0.098	0.024	1179	90	50	2	3	1	3
9749	WB	2025	34 WB @ 7 AV	Midtown	18	6	PM25	860	0.100	0.066	875	90	50	2	3	1	3
9741	EB	2025	42 EB @ 7 AV	Midtown	18	6	PM25	690	0.100	0.075	1242	90	51	2	3	1	3
9741	WB	2025	42 WB @ 7 AV	Midtown	18	6	PM25	670	0.100	0.077	1136	90	51	2	3	1	3
9755	EB	2025	34 EB @ 8 AV	Midtown	18	6	PM25	1182	0.098	0.015	688	90	45	2	2	1	3
9755	WB	2025	34 WB @ 8 AV	Midtown	18	6	PM25	799	0.100	0.058	1077	90	45	2	3	1	3
9043	NB	2025	8 AV @ 38 ST	Midtown	18	6	PM25	2616	0.047	0.010	1232	90	43	2	4	1	4
9042	WB	2025	39 WB @ 8 AV	Midtown	18	6	PM25	776	0.098	0.029	934	90	45	2	2	1	3
9042	NB	2025	8 AV @ 39 ST	Midtown	18	6	PM25	2496	0.047	0.010	1317	90	45	2	4	1	4
9041	NB	2025	8 AV @ 40 ST	Midtown	18	6	PM25	2819	0.047	0.010	1227	90	48	2	4	1	4
9040	NB	2025	8 AV @ 41 ST	Midtown	18	6	PM25	2618	0.047	0.010	1302	90	52	2	5	1	4
9673	EB	2025	42 EB @ 8 AV	Midtown	18	6	PM25	594	0.100	0.072	1153	90	40	2	3	1	3
9673	WB	2025	42 WB @ 8 AV	Midtown	18	6	PM25	796	0.101	0.078	1010	90	60	2	3	1	3
9673	NB	2025	8 AV @ 42 ST	Midtown	18	6	PM25	2988	0.047	0.011	1294	90	50	2	5	1	4
9672	NB	2025	8 AV @ 43 ST	Midtown	18	6	PM25	2821	0.047	0.011	1261	90	40	2	4	1	4
9671	NB	2025	8 AV @ 44 ST	Midtown	18	6	PM25	2582	0.047	0.011	1344	90	35	2	6	1	4
9670	NB	2025	8 AV @ 45 ST	Midtown	18	6	PM25	2638	0.047	0.011	1318	90	35	2	5	1	4
9669	NB	2025	8 AV @ 46 ST	Midtown	18	6	PM25	2792	0.047	0.011	1260	90	35	2	5	1	4
9760	SB	2025	9 AVE SB 30 ST	Midtown	18	6	PM25	2719	0.098	0.027	1263	90	41	2	5	1	4
9759	SB	2025	9 AVE SB 31 ST	Midtown	18	6	PM25	2660	0.098	0.028	1204	90	35	2	5	1	4
9078	SB	2025	9 AVE SB 33 ST	Midtown	18	6	PM25	2610	0.098	0.028	1341	90	35	2	5	1	4
9079	EB	2025	34 EB @ 9 AV	Midtown	18	6	PM25	1343	0.098	0.016	1050	90	55	2	3	1	3
9079	WB	2025	34 WB @ 9 AV	Midtown	18	6	PM25	762	0.100	0.058	1338	90	40	2	3	1	3
9079	SB	2025	9 AVE SB 34 ST	Midtown	18	6	PM25	2404	0.098	0.028	1255	90	50	2	6	1	4
9080	SB	2025	9 AVE SB 35 ST	Midtown	18	6	PM25	2534	0.098	0.028	1220	90	35	2	5	1	4
9067	SB	2025	9 AVE SB 36 ST	Midtown	18	6	PM25	3839	0.098	0.031	1259	90	35	2	5	1	4
9068	WB	2025	37 WB @ 9 AV	Midtown	18	6	PM25	1585	0.181	0.020	1242	90	52	2	2	1	3
9068	SB	2025	9 AVE SB 37 ST	Midtown	18	6	PM25	3421	0.098	0.030	1209	90	35	2	5	1	4
9052	WB	2025	39 WB @ 9 AV	Midtown	18	6	PM25	445	0.098	0.022	756	90	55	2	2	1	3
9069	EB	2025	42 EB @ 9 AV	Midtown	18	6	PM25	802	0.100	0.069	911	90	56	2	3	1	3
9069	WB	2025	42 WB @ 9 AV	Midtown	18	6	PM25	867	0.100	0.073	1197	90	40	2	3	1	3
9933	NB	2025	10 AV NB @ 31 ST	Midtown	18	6	PM25	2734	0.098	0.018	1280	90	35	2	6	1	4
9077	NB	2025	10 AV NB @ 33 ST	Midtown	18	6	PM25	3201	0.098	0.018	1259	90	37	2	6	1	4
9076	EB	2025	34 EB @ 10 AV	Midtown	18	6	PM25	903	0.098	0.014	1050	90	55	2	3	1	3
9076	WB	2025	34 WB @ 10 AV	Midtown	18	6	PM25	766	0.100	0.057	993	90	55	2	3	1	3
9076	NB	2025	10 AV NB @ 34 ST	Midtown	18	6	PM25	3451	0.098	0.019	1233	90	35	2	6	1	3
9075	NB	2025	10 AV NB @ 35 ST	Midtown	18	6	PM25	3013	0.098	0.019	1267	90	35	2	6	1	4
9074	NB	2025	10 AV NB @ 36 ST	Midtown	18	6	PM25	3161	0.098	0.020	1180	90	35	2	5	1	4
9073	WB	2025	37 WB @ 10 AV	Midtown	18	6	PM25	1158	0.181	0.019	820	90	53	2	4	1	3
9073	NB	2025	10 AV NB @ 37 ST	Midtown	18	6	PM25	3385	0.098	0.022	1230	90	37	2	6	1	4
9046	NB	2025	10 AV NB @ 38 ST	Midtown	18	6	PM25	3776	0.098	0.023	1248	90	35	2	6	1	4
9032	WB	2025	39 WB @ 10 AV	Midtown	18	6	PM25	187	0.097	0.000	1281	90	50	2	3	1	3
9032	NB	2025	10 AV NB @ 39 ST	Midtown	18	6	PM25	4131	0.098	0.020	1378	90	40	2	6	1	4

Table T7-3
CAL3QHC PM2.5 Daily Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix WITH FUGITIVE DUST

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9047	NB	2025	10 AV NB @ 40 ST	Midtown	18	6	PM25	4115	0.098	0.022	1288	90	41	2	6	1	4
9037	NB	2025	10 AV NB @ 41 ST	Midtown	18	6	PM25	4111	0.098	0.020	1284	90	50	2	6	1	3
9609	EB	2025	42 EB @ 10 AV	Midtown	18	6	PM25	537	0.100	0.076	620	90	57	2	2	1	3
9609	WB	2025	42 WB @ 10 AV	Midtown	18	6	PM25	1522	0.098	0.019	1046	90	54	2	3	1	3
9609	NB	2025	10 AV NB @ 42 ST	Midtown	18	6	PM25	4196	0.098	0.019	1251	90	40	2	4	1	4
9608	NB	2025	10 AV NB @ 43 ST	Midtown	18	6	PM25	4488	0.098	0.021	1337	90	40	2	6	1	4
9607	NB	2025	10 AV NB @ 44 ST	Midtown	18	6	PM25	4754	0.098	0.026	1333	90	35	2	6	1	4
9606	NB	2025	10 AV NB @ 45 ST	Midtown	18	6	PM25	4594	0.098	0.026	1264	90	36	2	5	1	4
9605	NB	2025	10 AV NB @ 46 ST	Midtown	18	6	PM25	4623	0.098	0.026	1275	90	36	2	5	1	4
9909	SB	2025	11 AV SB @ 30 ST	Midtown	18	6	PM25	2377	0.098	0.008	1239	90	45	2	4	1	3
9907	SB	2025	11 AV SB @ 33 ST	Midtown	18	6	PM25	1812	0.098	0.008	1361	90	30	2	4	1	3
9904	EB	2025	34 EB @ 11 AV	Midtown	18	6	PM25	662	0.098	0.023	893	90	61	2	3	1	5
9904	WB	2025	34 WB @ 11 AV	Midtown	18	6	PM25	1248	0.098	0.014	896	90	61	2	3	1	3
9904	SB	2025	11 AV SB @ 34 ST	Midtown	18	6	PM25	2596	0.097	0.005	1291	90	29	2	4	1	4
9901	NB	2025	11 AV NB @ 35 ST	Midtown	18	6	PM25	366	0.098	0.020	1556	90	45	2	3	1	3
9901	SB	2025	11 AV SB @ 35 ST	Midtown	18	6	PM25	1920	0.098	0.009	1319	90	45	2	5	1	3
9898	NB	2025	11 AV NB @ 36 ST	Midtown	18	6	PM25	774	0.099	0.035	1406	90	27	2	3	1	3
9898	SB	2025	11 AV SB @ 36 ST	Midtown	18	6	PM25	2591	0.097	0.006	1101	90	27	2	5	1	3
9034	EB	2025	37 EB @ 11 AV	Midtown	18	6	PM25	100	0.180	0.000	1479	90	63	2	1	1	3
9034	WB	2025	37 WB @ 11 AV	Midtown	18	6	PM25	1016	0.181	0.015	1242	90	63	2	3	1	3
9034	NB	2025	11 AV NB @ 37 ST	Midtown	18	6	PM25	650	0.099	0.038	1306	90	27	2	2	1	3
9034	SB	2025	11 AV SB @ 37 ST	Midtown	18	6	PM25	1976	0.097	0.006	1475	90	27	2	4	1	3
150008	NB	2025	11 AV NB @ 38 ST	Midtown	18	6	PM25	1057	0.099	0.037	1448	90	27	2	3	1	3
150008	SB	2025	11 AV SB @ 38 ST	Midtown	18	6	PM25	2460	0.097	0.006	1150	90	27	2	4	1	3
9894	EB	2025	39 EB @ 11 AV	Midtown	18	6	PM25	100	0.099	0.035	931	90	54	2	1	1	3
9894	WB	2025	39 WB @ 11 AV	Midtown	18	6	PM25	332	0.096	0.000	968	90	54	2	2	1	3
9894	NB	2025	11 AV NB @ 39 ST	Midtown	18	6	PM25	729	0.099	0.044	1452	90	36	2	3	1	3
9894	SB	2025	11 AV SB @ 39 ST	Midtown	18	6	PM25	2255	0.097	0.007	1345	90	36	2	4	1	3
9035	NB	2025	11 AV NB @ 40 ST	Midtown	18	6	PM25	856	0.099	0.034	1102	90	27	2	3	1	3
9035	SB	2025	11 AV SB @ 40 ST	Midtown	18	6	PM25	3414	0.098	0.009	1438	90	27	2	7	1	3
9036	SB	2025	11 AV SB @ 41 ST	Midtown	18	6	PM25	3379	0.098	0.010	1398	90	36	2	6	1	3
9573	EB	2025	42 EB @ 11 AV	Midtown	18	6	PM25	739	0.098	0.028	886	90	52	2	3	1	3
9573	WB	2025	42 WB @ 11 AV	Midtown	18	6	PM25	1197	0.098	0.017	1333	90	40	2	3	1	3
9573	SB	2025	11 AV SB @ 42 ST	Midtown	18	6	PM25	2813	0.098	0.010	1470	90	50	2	5	1	4
9572	SB	2025	11 AV SB @ 43 ST	Midtown	18	6	PM25	2513	0.098	0.010	1389	90	27	2	5	1	4
9571	SB	2025	11 AV SB @ 44 ST	Midtown	18	6	PM25	2416	0.098	0.010	1365	90	27	2	4	1	4
9570	NB	2025	11 AV NB @ 45 ST	Midtown	18	6	PM25	613	0.097	0.000	1014	90	27	2	3	1	4
9570	SB	2025	11 AV SB @ 45 ST	Midtown	18	6	PM25	2274	0.098	0.009	1387	90	27	2	3	1	4
9569	NB	2025	11 AV NB @ 46 ST	Midtown	18	6	PM25	555	0.097	0.000	1259	90	27	2	2	1	4
9874	SB	2025	12 AV SB @ 30 ST	Midtown	18	6	PM25	3396	0.047	0.006	1804	120	24	2	4	1	3
9873	NB	2025	12 AV NB @ 33 ST	Midtown	18	6	PM25	3481	0.047	0.010	0	0	0	0	0	0	0
9873	SB	2025	12 AV SB @ 33 ST	Midtown	18	6	PM25	3396	0.047	0.006	0	0	0	0	0	0	0
9872	WB	2025	34 WB @ 12 AV	Midtown	18	6	PM25	1518	0.098	0.013	1812	120	73	2	3	1	3
9872	NB	2025	12 AV NB @ 34 ST	Midtown	18	6	PM25	3481	0.047	0.010	1719	120	48	2	5	1	3
9872	SBT	2025	12 AV SBT @ 34 ST	Midtown	18	6	PM25	2982	0.047	0.007	1801	120	35	2	3	1	3
9872	SBL	2025	12 AV SBL @ 34 ST	Midtown	18	6	PM25	386	0.048	0.032	1658	120	104	2	2	1	3
99000	NB	2025	12 AV NB @ 36 ST	Midtown	18	6	PM25	4316	0.047	0.010	1558	120	39	2	4	1	3
99000	SB	2025	12 AV SB @ 36 ST	Midtown	18	6	PM25	3330	0.047	0.007	1611	120	24	2	3	1	3
9871	NB	2025	12 AV NB @ 37 ST	Midtown	18	6	PM25	4433	0.047	0.010	1613	120	41	2	5	1	3
9871	SB	2025	12 AV SB @ 37 ST	Midtown	18	6	PM25	3285	0.047	0.007	1782	120	42	2	3	1	3
9870	NB	2025	12 AV NB @ 39 ST	Midtown	18	6	PM25	4545	0.047	0.009	1681	120	33	2	5	1	3
9870	SB	2025	12 AV SB @ 39 ST	Midtown	18	6	PM25	3258	0.047	0.006	1611	120	44	2	3	1	3
9869	NB	2025	12 AV NB @ 40 ST	Midtown	18	6	PM25	4535	0.047	0.009	1687	120	19	2	6	1	3
9869	SB	2025	12 AV SB @ 40 ST	Midtown	18	6	PM25	3363	0.047	0.006	1619	120	36	2	5	1	3
9868	NB	2025	12 AV NB @ 41 ST	Midtown	18	6	PM25	4488	0.047	0.009	1633	120	49	2	5	1	5
9868	SB	2025	12 AV SB @ 41 ST	Midtown	18	6	PM25	3356	0.047	0.006	1685	120	39	2	3	1	5
9867	WB	2025	42 WB @ 12 AV	Midtown	18	6	PM25	843	0.098	0.019	939	120	66	2	4	1	3

Table T7-3
CAL3QHC PM2.5 Daily Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix WITH FUGITIVE DUST

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9867	NB	2025	12 AV NB @ 42 ST	Midtown	18	6	PM25	4430	0.047	0.009	1699	120	54	2	5	1	5
9867	SBT	2025	12 AV SBT @ 42 ST	Midtown	18	6	PM25	3161	0.047	0.006	1818	120	47	2	3	1	3
9867	SBL	2025	12 AV SBL @ 42 ST	Midtown	18	6	PM25	401	0.047	0.003	1728	120	103	2	2	1	3
9866	NB	2025	12 AV NB @ 43 ST	Midtown	18	6	PM25	4823	0.047	0.009	1629	120	35	2	5	1	3
9866	SB	2025	12 AV SB @ 43 ST	Midtown	18	6	PM25	3523	0.047	0.006	1595	120	51	2	5	1	3
9892	NB	2025	12 AV NB @ 44 ST	Midtown	18	6	PM25	4963	0.047	0.009	1766	120	35	2	4	1	3
9892	SBT	2025	12 AV SBT @ 44 ST	Midtown	18	6	PM25	3523	0.047	0.006	1766	120	35	2	4	1	3
9892	SBL	2025	12 AV SBL @ 44 ST	Midtown	18	6	PM25	346	0.047	0.006	1652	120	86	2	1	1	3
9864	NB	2025	12 AV NB @ 46 ST	Midtown	18	6	PM25	4698	0.047	0.009	1712	120	48	2	4	1	3
9858	SBT	2025	12 AV SBT @ 52 ST	Midtown	18	6	PM25	3775	0.047	0.006	1819	120	33	2	4	1	3
9858	SBL	2025	12 AV SBL @ 52 ST	Midtown	18	6	PM25	173	0.047	0.006	1800	120	105	2	1	1	3
9856	NB	2025	12 AV NB @ 54 ST	Midtown	18	6	PM25	4722	0.047	0.003	1822	120	33	2	4	1	4
9856	SBT	2025	12 AV SBT @ 54 ST	Midtown	18	6	PM25	3948	0.047	0.006	1836	120	33	2	4	1	4
9856	SBL	2025	12 AV SBL @ 54 ST	Midtown	18	6	PM25	170	0.047	0.006	1744	120	89	2	1	1	4
9855	NB	2025	12 AV NB @ 55 ST	Midtown	18	6	PM25	4890	0.047	0.003	1770	120	36	2	6	1	5
9855	SB	2025	12 AV SB @ 55 ST	Midtown	18	6	PM25	3782	0.047	0.006	1837	120	51	2	4	1	3
9883	NB	2025	12 AV NB @ 56 ST	Midtown	18	6	PM25	5019	0.047	0.003	1837	120	31	2	4	1	3
9883	SBT	2025	2 AV SBT @ 56 ST Thr	Midtown	18	6	PM25	3782	0.047	0.006	0	0	0	0	0	0	0
9883	SBL	2025	12 AV SBL @ 56 ST Lef	Midtown	18	6	PM25	647	0.047	0.006	1745	120	92	2	2	1	3
99001	NB	2025	12 AV NB @ 56 ST	Midtown	18	6	PM25	563	0.047	0.003	1704	120	41	2	3	1	3
9854	WB	2025	57 WB @ 9A	Midtown	18	6	PM25	1037	0.097	0.002	1561	120	81	2	3	1	3
9854	NB	2025	12 AV NB @ 57 ST mr	Midtown	18	6	PM25	5451	0.047	0.003	1818	120	39	2	5	1	3
99002	NB	2025	12 AV NB @ 57 ST SR	Midtown	18	6	PM25	432	0.047	0.003	0	0	0	0	0	0	0
99504	NB	2025	9A NB @ 57 ST DEP	Midtown	18	6	PM25	6056	0.011	0.003	0	0	0	0	0	0	0
99505	SB	2025	9A SB BR@ 57 ST MR	Midtown	18	6	PM25	4429	0.011	0.006	0	0	0	0	0	0	0
21590	SB	2025	BWY @ 30 ST	Midtown	18	6	PM25	900	0.098	0.016	1354	90	44	2	2	1	3
21580	SB	2025	BWY @ 31 ST	Midtown	18	6	PM25	1024	0.098	0.017	1214	90	44	2	2	1	3
21561	SB	2025	BWY @ 33 ST	Midtown	18	6	PM25	1091	0.098	0.017	1516	90	50	2	2	1	3
9738	SB	2025	BWY @ 35 ST	Midtown	18	6	PM25	1173	0.098	0.016	1251	90	62	2	3	1	3
9737	SB	2025	BWY @ 36 ST	Midtown	18	6	PM25	1287	0.098	0.016	1226	90	55	2	4	1	3
9736	SB	2025	BWY @ 37 ST	Midtown	18	6	PM25	1464	0.098	0.015	1201	90	50	2	5	1	3
9731	EB	2025	42 EB @ BWY	Midtown	18	6	PM25	591	0.100	0.074	1229	90	57	2	3	1	3
9731	WB	2025	42 WB @ BWY	Midtown	18	6	PM25	730	0.100	0.072	1093	90	44	2	2	1	3
9081	EB	2025	34 EB @ DYER AV	Midtown	18	6	PM25	1083	0.098	0.015	1208	90	58	2	2	1	3
9081	WB	2025	34 WB @ DYER AV	Midtown	18	6	PM25	734	0.100	0.059	1212	90	21	2	3	1	3
9070	EB	2025	42 EB @ Dyer AV	Midtown	18	6	PM25	573	0.100	0.059	1241	90	51	2	3	1	3
9070	WB	2025	42 WB @ Dyer AV	Midtown	18	6	PM25	912	0.100	0.071	1320	90	51	2	3	1	3
9594	EB	2025	57 EB @ 10 AV	Midtown	18	6	PM25	560	0.097	0.002	724	90	50	2	2	1	3
9558	EB	2025	57 EB @ 11 AV	Midtown	18	6	PM25	432	0.097	0.002	1014	90	52	2	3	1	3
9558	WB	2025	57 WB @ 11 AV	Midtown	18	6	PM25	1127	0.097	0.002	1118	90	52	2	3	1	3
21557	SB	2025	2 AV @ 34 ST	Midtown	18	6	PM25	2534	0.098	0.017	1413	90	43	2	6	1	3
21551	EB	2025	34 EB @ MADISON AV	Midtown	18	6	PM25	1064	0.098	0.027	1190	90	45	2	2	1	3
21550	EB	2025	34 EB @ 5 AV	Midtown	18	6	PM25	929	0.098	0.025	1273	90	45	2	3	1	3
21550	WB	2025	34 WB @ 5 AV	Midtown	18	6	PM25	625	0.100	0.063	1239	90	45	2	3	1	3
21537	EB	2025	6 ST EB QMT entr/1st A	Midtown	18	6	PM25	990	0.097	0.006	1427	90	52	2	4	1	3
21537	NB	2025	MT Ent Street NB 36th	Midtown	18	6	PM25	820	0.098	0.013	1554	90	38	2	1	1	3
21536	EB	2025	2 AV @ 36 ST	Midtown	18	6	PM25	1761	0.098	0.014	1399	90	54	2	4	1	3
21536	SB	2025	2 AV @ 36 ST	Midtown	18	6	PM25	2431	0.098	0.017	1386	90	36	2	7	1	3
21535	EB	2025	3 RD @ 36 ST	Midtown	18	6	PM25	1290	0.097	0.005	1345	90	50	2	2	1	3
21518	SB	2025	2 AV @ 37 ST	Midtown	18	6	PM25	3462	0.098	0.016	1378	90	36	2	6	1	3
27756	SB	2025	9A SB VESTRY	Midtown	18	6	PM25	3227	0.098	0.010	1837	120	1	2	4	1	3
27758	NB	2025	9A NB WATTS	Midtown	18	6	PM25	3915	0.098	0.010	1739	120	38	2	4	1	3
27758	SB	2025	9A SB WATTS	Midtown	18	6	PM25	3227	0.098	0.010	1837	120	38	2	3	1	3
27759	NB	2025	9A NB CANAL	Midtown	18	6	PM25	3831	0.098	0.010	1726	120	50	2	5	1	3
27759	SB	2025	9A SB CANAL	Midtown	18	6	PM25	4042	0.098	0.010	1724	120	27	2	5	1	3
27760	WB	2025	CANAL WB 9A	Midtown	18	6	PM25	492	0.098	0.020	1603	120	91	2	3	1	3
27760	NB	2025	9A NB CANAL	Midtown	18	6	PM25	3673	0.098	0.010	1801	120	30	2	4	1	3

Table T7-3
CAL3QHC PM2.5 Daily Input Data
2025 Proposed Action - PM Peak

CAL3QHC Input Matrix WITH FUGITIVE DUST

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
27760	SB	2025	9A SB CANAL	Midtown	18	6	PM25	3844	0.098	0.010	1722	120	30	2	5	1	3
148922	NB	2025	9A NB HOUSTON	Midtown	18	6	PM25	3788	0.098	0.010	1806	120	54	2	5	1	3
27796	EB	2025	CANAL EB HUDSON	Midtown	18	6	PM25	994	0.098	0.021	1082	90	32	2	3	1	3
27796	WB	2025	CANAL WB HUDSON	Midtown	18	6	PM25	949	0.098	0.024	1448	90	32	2	3	1	3
27826	EB	2025	CANAL EB GREENWICH	Midtown	18	6	PM25	1095	0.098	0.022	1256	90	45	2	4	1	3
27826	WB	2025	CANAL WB GREENWICH	Midtown	18	6	PM25	528	0.098	0.022	1542	90	27	2	2	1	3
27813	EB	2025	CANAL EB WATTS	Midtown	18	6	PM25	972	0.098	0.021	1404	120	30	2	3	1	3
27813	WB	2025	CANAL WB WATTS	Midtown	18	6	PM25	411	0.098	0.022	1679	120	30	2	2	1	3
9903	EB	2025	34 EB @ JJCC	Midtown	18	6	PM25	655	0.098	0.022	1452	120	23	2	3	1	3
9903	WB	2025	34 WB @ JJCC	Midtown	18	6	PM25	1512	0.098	0.016	1452	120	23	2	3	1	3
12335	RMP	2025	39 ST on-ramp LT	Midtown	18	6	PM25	1	0.099	0.044	0	0	0	0	0	0	0
12239	RMP	2025	Bus Ramp R-99	Midtown	18	6	PM25	933	0.115	0.413	0	0	0	0	0	0	0
12306	RMP	2025	Ramp A	Midtown	18	6	PM25	24	0.097	0.002	0	0	0	0	0	0	0
9030	RMP	2025	Galvin Plz SB to N. Porta	Midtown	18	6	PM25	843	0.099	0.033	0	0	0	0	0	0	0
9028	RMP	2025	40 ST RT to Galvin Plz	Midtown	18	6	PM25	1055	0.099	0.033	0	0	0	0	0	0	0
9024	RMP	2025	LT NORTH PORTAL	Midtown	18	6	PM25	3011	0.099	0.038	0	0	0	0	0	0	0
99515	WB	2025	T WB FROM South POR	Midtown	18	6	PM25	11	0.097	0.001	0	0	0	0	0	0	0
99515	EB	2025	MT EB TO South PORTA	Midtown	18	6	PM25	4031	0.097	0.006	0	0	0	0	0	0	0
9055	RMP	2025	R92 Bus Ramp	Midtown	18	6	PM25	27	0.115	0.413	0	0	0	0	0	0	0
9059	RMP	2025	R96 Bus Ramp	Midtown	18	6	PM25	413	0.115	0.413	0	0	0	0	0	0	0
12241	RMP	2025	R95 Bus Ramp	Midtown	18	6	PM25	279	0.115	0.413	0	0	0	0	0	0	0
99007	RMP	2025	R97 Bus Ramp	Midtown	18	6	PM25	4	0.115	0.413	0	0	0	0	0	0	0
99500	RMP	2025	R94 Bus Ramp	Midtown	18	6	PM25	3	0.115	0.413	0	0	0	0	0	0	0
99501	RMP	2025	R98 Bus Ramp	Midtown	18	6	PM25	247	0.115	0.413	0	0	0	0	0	0	0

Table T7-4
CAL3QHC CO Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
99502	SB	2010	9A SB @ 57 ST SR	Midtown	9	3	CO	99	11.46	61.9	0	0	0	0	0	0	0
99503	NB	2010	12 AV NB @ 59 ST SR	Midtown	9	3	CO	99	11.72	63.1	0	0	0	0	0	0	0
21579	NB	2010	6 AV @ 31 ST	Midtown	9	3	CO	2135	8.44	55.0	1275	90	44	2	4	1	4
21570	NB	2010	6 AV @ 32 ST	Midtown	9	3	CO	2163	8.37	55.0	1305	90	44	2	4	1	4
21560	NB	2010	6 AV @ 33 ST	Midtown	9	3	CO	2246	9.84	55.0	1456	90	50	2	5	1	3
21549	EB	2010	34 EB @ 6 AV	Midtown	9	3	CO	789	9.10	56.8	1165	90	58	2	3	1	3
21549	WB	2010	34 WB @ 6 AV	Midtown	9	3	CO	727	8.59	55.4	1179	90	58	2	3	1	3
21549	NB	2010	6 AV @ 34 ST	Midtown	9	3	CO	1976	10.12	55.0	1543	90	58	2	4	1	3
21549	SB	2010	BWY @ 34 ST	Midtown	9	3	CO	834	10.20	57.0	1334	90	64	2	3	1	3
9786	NB	2010	6 AV @ 35 ST	Midtown	9	3	CO	1992	8.79	55.0	1414	90	35	2	4	1	4
9785	NB	2010	6 AV @ 36 ST	Midtown	9	3	CO	2098	7.79	55.0	1280	90	45	2	5	1	4
9784	NB	2010	6 AV @ 37 ST	Midtown	9	3	CO	2047	9.49	55.0	1293	90	45	2	5	1	4
9783	NB	2010	6 AV @ 38 ST	Midtown	9	3	CO	2072	7.01	55.1	1282	90	35	2	5	1	4
9779	EB	2010	42 EB @ 6 AV	Midtown	9	3	CO	1127	9.35	58.0	1337	90	49	2	3	1	3
9749	EB	2010	34 EB @ 7 AV	Midtown	9	3	CO	848	10.37	56.8	1275	90	50	2	3	1	3
9749	WB	2010	34 WB @ 7 AV	Midtown	9	3	CO	712	7.84	55.4	1026	90	50	2	3	1	3
9741	EB	2010	42 EB @ 7 AV	Midtown	9	3	CO	1104	10.51	57.9	1253	90	51	2	3	1	3
9741	WB	2010	42 WB @ 7 AV	Midtown	9	3	CO	691	9.64	53.9	1136	90	51	2	3	1	3
9755	EB	2010	34 EB @ 8 AV	Midtown	9	3	CO	887	14.44	59.6	707	90	44	2	2	1	5
9755	WB	2010	34 WB @ 8 AV	Midtown	9	3	CO	681	8.50	60.8	1053	90	45	2	3	1	3
9043	NB	2010	8 AV @ 38 ST	Midtown	9	3	CO	1829	8.42	56.3	1252	90	43	2	4	1	4
9042	WB	2010	39 WB @ 8 AV	Midtown	9	3	CO	661	9.78	59.0	1000	90	45	2	2	1	3
9042	NB	2010	8 AV @ 39 ST	Midtown	9	3	CO	1965	9.31	56.3	1308	90	45	2	4	1	4
9041	NB	2010	8 AV @ 40 ST	Midtown	9	3	CO	2144	14.65	56.3	1228	90	48	2	4	1	4
9040	NB	2010	8 AV @ 41 ST	Midtown	9	3	CO	1938	12.41	56.3	1302	90	52	2	5	1	4
9673	EB	2010	42 EB @ 8 AV	Midtown	9	3	CO	788	9.74	57.8	1162	90	39	2	3	1	5
9673	WB	2010	42 WB @ 8 AV	Midtown	9	3	CO	713	7.89	53.9	1053	90	60	2	3	1	3
9673	NB	2010	8 AV @ 42 ST	Midtown	9	3	CO	2149	10.23	56.5	1239	90	49	2	5	1	5
9672	NB	2010	8 AV @ 43 ST	Midtown	9	3	CO	1891	9.22	56.6	1266	90	40	2	4	1	4
9671	NB	2010	8 AV @ 44 ST	Midtown	9	3	CO	1884	7.99	56.5	1341	90	35	2	6	1	4
9670	NB	2010	8 AV @ 45 ST	Midtown	9	3	CO	1876	8.16	56.5	1318	90	35	2	5	1	4
9669	NB	2010	8 AV @ 46 ST	Midtown	9	3	CO	2018	7.97	56.5	1248	90	35	2	5	1	4
9760	SB	2010	9 AVE SB 30 ST	Midtown	9	3	CO	2059	9.58	60.8	1357	90	41	2	6	1	4
9759	SB	2010	9 AVE SB 31 ST	Midtown	9	3	CO	1953	8.51	60.8	1251	90	35	2	5	1	4
9078	SB	2010	9 AVE SB 33 ST	Midtown	9	3	CO	1953	9.44	60.8	1323	90	35	2	5	1	4
9079	EB	2010	34 EB @ 9 AV	Midtown	9	3	CO	965	12.57	59.4	1157	90	54	2	3	1	3
9079	WB	2010	34 WB @ 9 AV	Midtown	9	3	CO	606	8.30	60.8	1292	90	40	2	3	1	3
9079	SB	2010	9 AVE SB 34 ST	Midtown	9	3	CO	1822	11.00	60.9	1224	90	50	2	5	1	4
9080	SB	2010	9 AVE SB 35 ST	Midtown	9	3	CO	1896	9.60	60.8	1224	90	35	2	5	1	4
9067	SB	2010	9 AVE SB 36 ST	Midtown	9	3	CO	2030	9.64	61.0	1258	90	35	2	5	1	4
9068	WB	2010	37 WB @ 9 AV	Midtown	9	3	CO	714	11.92	60.7	1167	90	55	2	2	1	3
9068	SB	2010	9 AVE SB 37 ST	Midtown	9	3	CO	1669	8.69	61.0	1220	90	35	2	5	1	4
9052	WB	2010	39 WB @ 9 AV	Midtown	9	3	CO	489	9.88	59.1	1220	90	55	2	2	1	3
9069	EB	2010	42 EB @ 9 AV	Midtown	9	3	CO	775	12.34	58.1	1040	90	56	2	3	1	3
9069	WB	2010	42 WB @ 9 AV	Midtown	9	3	CO	655	8.40	53.6	1215	90	40	2	3	1	3
9933	NB	2010	10 AV NB @ 31 ST	Midtown	9	3	CO	2000	8.48	61.8	1225	90	35	2	5	1	4
9077	NB	2010	10 AV NB @ 33 ST	Midtown	9	3	CO	2284	11.36	61.8	1262	90	37	2	4	1	4
9076	EB	2010	34 EB @ 10 AV	Midtown	9	3	CO	591	9.47	58.8	1132	90	55	2	3	1	3
9076	WB	2010	34 WB @ 10 AV	Midtown	9	3	CO	577	8.48	60.6	1074	90	55	2	3	1	3
9076	NB	2010	10 AV NB @ 34 ST	Midtown	9	3	CO	2498	8.95	61.8	1249	90	35	2	5	1	3
9075	NB	2010	10 AV NB @ 35 ST	Midtown	9	3	CO	2357	8.41	61.7	1238	90	35	2	5	1	4
9074	NB	2010	10 AV NB @ 36 ST	Midtown	9	3	CO	2365	8.29	61.8	1213	90	35	2	5	1	4
9073	WB	2010	37 WB @ 10 AV	Midtown	9	3	CO	362	11.22	60.9	1116	90	53	2	4	1	3
9073	NB	2010	10 AV NB @ 37 ST	Midtown	9	3	CO	2189	8.17	59.0	1276	90	37	2	6	1	4
9046	NB	2010	10 AV NB @ 38 ST	Midtown	9	3	CO	2234	8.20	59.2	1332	90	35	2	6	1	4
9032	WB	2010	39 WB @ 10 AV	Midtown	9	3	CO	451	11.00	58.6	1435	90	50	2	3	1	3
9032	NB	2010	10 AV NB @ 39 ST	Midtown	9	3	CO	1984	8.16	59.1	1435	90	40	2	6	1	4

Table T7-4
CAL3QHC CO Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9047	NB	2010	10 AV NB @ 40 ST	Midtown	9	3	CO	1980	9.27	59.2	1317	90	41	2	6	1	4
9037	NB	2010	10 AV NB @ 41 ST	Midtown	9	3	CO	1836	10.69	59.2	1406	90	50	2	6	1	3
9609	EB	2010	42 EB @ 10 AV	Midtown	9	3	CO	459	9.83	57.8	735	90	57	2	2	1	3
9609	WB	2010	42 WB @ 10 AV	Midtown	9	3	CO	1173	14.70	59.6	1031	90	56	2	3	1	3
9609	NB	2010	10 AV NB @ 42 ST	Midtown	9	3	CO	2201	10.59	59.3	1255	90	40	2	4	1	4
9608	NB	2010	10 AV NB @ 43 ST	Midtown	9	3	CO	2730	9.45	59.2	1285	90	40	2	5	1	4
9607	NB	2010	10 AV NB @ 44 ST	Midtown	9	3	CO	2792	8.58	59.2	1273	90	35	2	5	1	4
9606	NB	2010	10 AV NB @ 45 ST	Midtown	9	3	CO	2672	8.67	59.2	1265	90	36	2	5	1	4
9605	NB	2010	10 AV NB @ 46 ST	Midtown	9	3	CO	2654	8.61	59.2	1261	90	36	2	5	1	4
9909	SB	2010	11 AV SB @ 30 ST	Midtown	9	3	CO	1420	9.46	59.4	1347	90	45	2	4	1	3
9907	SB	2010	11 AV SB @ 33 ST	Midtown	9	3	CO	1242	9.21	59.3	1348	90	30	2	4	1	3
9904	EB	2010	34 EB @ 11 AV	Midtown	9	3	CO	768	12.79	63.1	937	90	63	2	3	1	3
9904	WB	2010	34 WB @ 11 AV	Midtown	9	3	CO	756	13.31	61.4	768	90	63	2	3	1	5
9904	SB	2010	11 AV SB @ 34 ST	Midtown	9	3	CO	1460	8.97	58.5	1262	90	27	2	4	1	4
9901	NB	2010	11 AV NB @ 35 ST	Midtown	9	3	CO	332	9.79	63.4	1441	90	45	2	3	1	3
9901	SB	2010	11 AV SB @ 35 ST	Midtown	9	3	CO	1172	8.05	58.7	1430	90	45	2	5	1	3
9898	NB	2010	11 AV NB @ 36 ST	Midtown	9	3	CO	478	8.89	61.5	1325	90	27	2	3	1	3
9898	SB	2010	11 AV SB @ 36 ST	Midtown	9	3	CO	1420	8.64	58.5	1191	90	27	2	5	1	3
9034	EB	2010	37 EB @ 11 AV	Midtown	9	3	CO	100	10.20	56.7	1710	90	63	2	1	1	3
9034	WB	2010	37 WB @ 11 AV	Midtown	9	3	CO	295	11.18	60.3	1334	90	63	2	3	1	3
9034	NB	2010	11 AV NB @ 37 ST	Midtown	9	3	CO	416	10.03	61.4	1329	90	27	2	2	1	3
9034	SB	2010	11 AV SB @ 37 ST	Midtown	9	3	CO	1249	7.91	58.3	1419	90	27	2	4	1	3
150008	NB	2010	11 AV NB @ 38 ST	Midtown	9	3	CO	540	9.42	61.2	1366	90	27	2	3	1	3
150008	SB	2010	11 AV SB @ 38 ST	Midtown	9	3	CO	1607	8.21	58.5	1256	90	27	2	4	1	3
9894	EB	2010	39 EB @ 11 AV	Midtown	9	3	CO	100	11.74	59.0	959	90	54	2	1	1	3
9894	WB	2010	39 WB @ 11 AV	Midtown	9	3	CO	431	11.87	58.6	1053	90	54	2	2	1	3
9894	NB	2010	11 AV NB @ 39 ST	Midtown	9	3	CO	375	9.94	62.0	1320	90	36	2	3	1	3
9894	SB	2010	11 AV SB @ 39 ST	Midtown	9	3	CO	1285	8.41	58.6	1370	90	36	2	4	1	3
9035	NB	2010	11 AV NB @ 40 ST	Midtown	9	3	CO	484	10.13	62.0	1140	90	27	2	3	1	3
9035	SB	2010	11 AV SB @ 40 ST	Midtown	9	3	CO	2072	8.29	58.3	1395	90	27	2	7	1	3
9036	SB	2010	11 AV SB @ 41 ST	Midtown	9	3	CO	1909	9.28	58.5	1398	90	36	2	6	1	3
9573	EB	2010	42 EB @ 11 AV	Midtown	9	3	CO	587	9.21	60.8	1007	90	52	2	3	1	3
9573	WB	2010	42 WB @ 11 AV	Midtown	9	3	CO	718	9.28	59.2	1288	90	40	2	3	1	3
9573	SB	2010	11 AV SB @ 42 ST	Midtown	9	3	CO	1697	10.43	58.6	1352	90	50	2	5	1	4
9572	SB	2010	11 AV SB @ 43 ST	Midtown	9	3	CO	1568	8.43	58.6	1391	90	27	2	5	1	4
9571	SB	2010	11 AV SB @ 44 ST	Midtown	9	3	CO	1583	8.63	58.6	1369	90	27	2	5	1	4
9570	NB	2010	11 AV NB @ 45 ST	Midtown	9	3	CO	113	8.68	59.5	1243	90	27	2	3	1	4
9570	SB	2010	11 AV SB @ 45 ST	Midtown	9	3	CO	1481	8.38	58.6	1384	90	27	2	3	1	4
9569	NB	2010	11 AV NB @ 46 ST	Midtown	9	3	CO	241	10.13	59.2	1319	90	27	2	2	1	4
9874	SB	2010	12 AV SB @ 30 ST	Midtown	9	3	CO	3132	9.46	62.1	1785	150	29	2	4	1	3
9873	NB	2010	12 AV NB @ 33 ST	Midtown	9	3	CO	2496	13.09	63.4	0	0	0	0	0	0	0
9873	SB	2010	12 AV SB @ 33 ST	Midtown	9	3	CO	3132	12.83	62.1	0	0	0	0	0	0	0
9872	WB	2010	34 WB @ 12 AV	Midtown	9	3	CO	820	10.14	60.7	1712	150	86	2	3	1	3
9872	NB	2010	12 AV NB @ 34 ST	Midtown	9	3	CO	2484	10.87	63.4	1693	150	65	2	5	1	3
9872	SBT	2010	12 AV SBT @ 34 ST	Midtown	9	3	CO	2737	9.47	62.1	1801	150	36	2	3	1	3
9872	SBL	2010	12 AV SBL @ 34 ST	Midtown	9	3	CO	414	9.80	63.9	1465	150	119	2	2	1	3
99000	NB	2010	12 AV NB @ 36 ST	Midtown	9	3	CO	2570	12.11	63.4	1558	150	62	2	4	1	3
99000	SB	2010	12 AV SB @ 36 ST	Midtown	9	3	CO	3146	9.29	62.1	1655	150	37	2	3	1	3
9871	NB	2010	12 AV NB @ 37 ST	Midtown	9	3	CO	2606	10.22	63.4	1597	150	64	2	5	1	3
9871	SB	2010	12 AV SB @ 37 ST	Midtown	9	3	CO	3142	11.01	62.1	1611	150	52	2	3	1	3
9870	NB	2010	12 AV NB @ 39 ST	Midtown	9	3	CO	2619	10.94	63.1	1597	150	37	2	5	1	3
9870	SB	2010	12 AV SB @ 39 ST	Midtown	9	3	CO	3111	9.71	61.7	1611	150	47	2	3	1	3
9869	NB	2010	12 AV NB @ 40 ST	Midtown	9	3	CO	2563	8.99	63.1	1495	150	34	2	6	1	3
9869	SB	2010	12 AV SB @ 40 ST	Midtown	9	3	CO	3267	9.56	61.7	1618	150	46	2	5	1	3
9868	NB	2010	12 AV NB @ 41 ST	Midtown	9	3	CO	2478	10.21	63.1	1636	150	75	2	5	1	5
9868	SB	2010	12 AV SB @ 41 ST	Midtown	9	3	CO	3263	10.14	61.8	1749	150	50	2	3	1	5
9867	WB	2010	42 WB @ 12 AV	Midtown	9	3	CO	640	9.13	61.8	963	150	75	2	4	1	3

Table T7-4
CAL3QHC CO Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9867	NB	2010	12 AV NB @ 42 ST	Midtown	9	3	CO	2464	10.37	63.2	1668	150	76	2	5	1	5
9867	SBT	2010	12 AV SBT @ 42 ST	Midtown	9	3	CO	3076	10.11	61.8	1801	150	54	2	3	1	5
9867	SBL	2010	12 AV SBL @ 42 ST	Midtown	9	3	CO	292	10.47	62.8	1745	150	114	2	2	1	5
9866	NB	2010	12 AV NB @ 43 ST	Midtown	9	3	CO	2688	10.73	63.2	1629	150	36	2	5	1	3
9866	SB	2010	12 AV SB @ 43 ST	Midtown	9	3	CO	3278	10.17	61.8	1572	150	47	2	5	1	3
9892	NB	2010	12 AV NB @ 44 ST	Midtown	9	3	CO	2706	11.69	63.1	1699	150	43	2	4	1	3
9892	SBT	2010	12 AV SBT @ 44 ST	Midtown	9	3	CO	3278	10.11	61.8	1783	150	43	2	4	1	3
9892	SBL	2010	12 AV SBL @ 44 ST	Midtown	9	3	CO	193	10.28	61.9	1652	150	108	2	1	1	3
9864	NB	2010	12 AV NB @ 46 ST	Midtown	9	3	CO	2566	10.70	63.1	1714	150	58	2	4	1	5
9858	SBT	2010	12 AV SBT @ 52 ST	Midtown	9	3	CO	3633	9.44	61.7	1819	150	32	2	4	1	3
9858	SBL	2010	12 AV SBL @ 52 ST	Midtown	9	3	CO	99	9.55	61.9	1728	150	125	2	1	1	3
9856	NB	2010	12 AV NB @ 54 ST	Midtown	9	3	CO	2295	9.61	63.0	1820	150	36	2	4	1	4
9856	SBT	2010	12 AV SBT @ 54 ST	Midtown	9	3	CO	3732	9.77	61.7	1836	150	36	2	4	1	4
9856	SBL	2010	12 AV SBL @ 54 ST	Midtown	9	3	CO	245	10.08	61.9	1744	150	115	2	1	1	4
9855	NB	2010	12 AV NB @ 55 ST	Midtown	9	3	CO	2311	9.34	63.1	1774	150	36	2	6	1	3
9855	SB	2010	12 AV SB @ 55 ST	Midtown	9	3	CO	3781	11.21	61.7	1837	150	49	2	4	1	3
9883	NB	2010	12 AV NB @ 56 ST	Midtown	9	3	CO	2057	10.18	63.1	1837	150	76	2	4	1	3
9883	SBT	2010	12 AV SBT @ 56 ST Thru	Midtown	9	3	CO	3781	5.41	50.7	0	0	0	0	0	0	0
9883	SBL	2010	12 AV SBL @ 56 ST Left	Midtown	9	3	CO	1082	4.76	50.7	1745	150	72	2	2	1	5
99001	NB	2010	12 AV NB @ 56 ST	Midtown	9	3	CO	355	10.14	63.1	1694	150	85	2	3	1	3
9854	WB	2010	57 WB @ 9A	Midtown	9	3	CO	567	9.67	62.7	1546	150	85	2	3	1	3
9854	NB	2010	12 AV NB @ 57 ST mr	Midtown	9	3	CO	2629	9.38	63.1	1801	150	65	2	5	1	3
99002	NB	2010	12 AV NB @ 57 ST SR	Midtown	9	3	CO	572	11.68	63.1	0	0	0	0	0	0	0
99504	NB	2010	9A NB @ 57 ST DEP	Midtown	9	3	CO	2624	9.79	63.1	0	0	0	0	0	0	0
99505	SB	2010	9A SB BR@ 57 ST MR	Midtown	9	3	CO	4863	5.27	50.7	0	0	0	0	0	0	0
21590	SB	2010	BWY @ 30 ST	Midtown	9	3	CO	758	9.36	57.0	1365	90	44	2	2	1	3
21580	SB	2010	BWY @ 31 ST	Midtown	9	3	CO	825	7.81	57.0	1221	90	44	2	2	1	3
21561	SB	2010	BWY @ 33 ST	Midtown	9	3	CO	834	8.28	57.0	1516	90	50	2	2	1	3
9738	SB	2010	BWY @ 35 ST	Midtown	9	3	CO	862	8.72	57.0	1192	90	62	2	3	1	3
9737	SB	2010	BWY @ 36 ST	Midtown	9	3	CO	891	8.07	57.0	1236	90	55	2	4	1	3
9736	SB	2010	BWY @ 37 ST	Midtown	9	3	CO	1125	7.64	56.9	1191	90	50	2	5	1	3
9731	EB	2010	42 EB @ BWY	Midtown	9	3	CO	955	10.35	58.0	1263	90	57	2	3	1	3
9731	WB	2010	42 WB @ BWY	Midtown	9	3	CO	694	8.63	53.9	1140	90	44	2	2	1	3
9081	EB	2010	34 EB @ DYER AV	Midtown	9	3	CO	536	14.55	59.1	1208	90	58	2	2	1	3
9081	WB	2010	34 WB @ DYER AV	Midtown	9	3	CO	553	9.53	60.8	1218	90	21	2	3	1	3
9070	EB	2010	42 EB @ Dyer AV	Midtown	9	3	CO	384	10.05	58.2	1285	90	51	2	3	1	3
9070	WB	2010	42 WB @ Dyer AV	Midtown	9	3	CO	655	8.50	53.6	1285	90	51	2	3	1	3
9594	EB	2010	57 EB @ 10 AV	Midtown	9	3	CO	537	9.62	62.7	904	90	50	2	2	1	3
9558	EB	2010	57 EB @ 11 AV	Midtown	9	3	CO	572	10.13	62.7	885	90	49	2	2	1	3
9558	WB	2010	57 WB @ 11 AV	Midtown	9	3	CO	755	10.48	62.7	1143	90	49	2	3	1	3
21557	SB	2010	2 AV @ 34 ST	Midtown	9	3	CO	3543	10.78	58.8	1411	90	43	2	6	1	3
21551	EB	2010	34 EB @ MADISON AV	Midtown	9	3	CO	867	12.99	56.8	1125	90	50	2	2	1	3
21550	EB	2010	34 EB @ 5 AV	Midtown	9	3	CO	789	7.72	56.8	1069	90	45	2	3	1	3
21550	WB	2010	34 WB @ 5 AV	Midtown	9	3	CO	561	8.34	55.4	1099	90	45	2	3	1	3
21537	EB	2010	36 ST EB QMT entr/1st Ave	Midtown	9	3	CO	846	24.36	60.9	1423	90	51	2	4	1	3
21537	NB	2010	QMT Ent Street NB 36th St	Midtown	9	3	CO	486	23.52	58.8	1543	90	38	2	1	1	3
21536	EB	2010	2 AV @ 36 ST	Midtown	9	3	CO	595	23.45	58.6	1271	90	66	2	3	1	3
21536	SB	2010	2 AV @ 36 ST	Midtown	9	3	CO	2621	10.30	58.8	1297	90	54	2	7	1	3
21535	EB	2010	3 RD @ 36 ST	Midtown	9	3	CO	522	24.31	60.8	1331	90	50	2	2	1	3
21518	SB	2010	2 AV @ 37 ST	Midtown	9	3	CO	2378	9.27	58.8	1385	90	36	2	6	1	3
27756	SB	2010	9A SB VESTRY	Midtown	9	3	CO	2200	8.83	61.7	1814	120	0	2	4	1	3
27758	NB	2010	9A NB WATTS	Midtown	9	3	CO	3865	9.52	62.3	1742	120	38	2	4	1	3
27758	SB	2010	9A SB WATTS	Midtown	9	3	CO	2200	9.44	61.7	1837	120	38	2	3	1	3
27759	NB	2010	9A NB CANAL	Midtown	9	3	CO	3834	9.79	62.3	1687	122	52	2	5	1	3
27759	SB	2010	9A SB CANAL	Midtown	9	3	CO	3283	9.16	61.7	1717	122	29	2	5	1	3
27760	WB	2010	CANAL WB 9A	Midtown	9	3	CO	615	13.97	65.2	1354	120	95	2	3	1	3
27760	NB	2010	9A NB CANAL	Midtown	9	3	CO	3312	9.53	62.3	1766	120	25	2	4	1	3

Table T7-4
CAL3QHC CO Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
27760	SB	2010	9A SB CANAL	Midtown	9	3	CO	3117	8.79	61.7	1722	120	25	2	5	1	3
148922	NB	2010	9A NB HOUSTON	Midtown	9	3	CO	3544	9.26	62.2	1806	150	54	2	5	1	3
27796	EB	2010	CANAL EB HUDSON	Midtown	9	3	CO	1490	9.88	65.3	1534	90	32	2	3	1	3
27796	WB	2010	CANAL WB HUDSON	Midtown	9	3	CO	1140	11.24	65.3	1508	90	58	2	3	1	3
27826	EB	2010	CANAL EB GREENWICH	Midtown	9	3	CO	1634	12.06	65.3	1270	90	45	2	4	1	3
27826	WB	2010	CANAL WB GREENWICH	Midtown	9	3	CO	687	9.54	65.2	1538	90	27	2	2	1	3
27813	EB	2010	CANAL EB WATTS	Midtown	9	3	CO	1603	10.76	65.3	1404	120	30	2	3	1	3
27813	WB	2010	CANAL WB WATTS	Midtown	9	3	CO	563	9.64	65.2	1679	120	30	2	2	1	3
9903	EB	2010	34 EB @ JJCC	Midtown	9	3	CO	753	9.80	63.0	1452	120	23	2	3	1	3
9903	WB	2010	34 WB @ JJCC	Midtown	9	3	CO	813	10.20	61.4	1452	120	23	2	3	1	3
12335	RMP	2010	39 ST on-ramp LT	Midtown	9	3	CO	2	8.51	59.7	0	0	0	0	0	0	0
12239	RMP	2010	Bus Ramp R-99	Midtown	9	3	CO	960	9.51	42.6	0	0	0	0	0	0	0
12306	RMP	2010	Ramp A	Midtown	9	3	CO	743	13.48	61.0	0	0	0	0	0	0	0
9030	RMP	2010	Galvin Plz SB to N. Portal	Midtown	9	3	CO	906	11.26	62.4	0	0	0	0	0	0	0
9028	RMP	2010	40 ST RT to Galvin Plz	Midtown	9	3	CO	525	12.90	62.4	0	0	0	0	0	0	0
9024	RMP	2010	LT NORTH PORTAL	Midtown	9	3	CO	3135	15.79	60.9	0	0	0	0	0	0	0
99515	WB	2010	MT WB FROM South PORTA	Midtown	9	3	CO	916	20.73	51.8	0	0	0	0	0	0	0
99515	EB	2010	QMT EB TO South PORTAL	Midtown	9	3	CO	1340	24.41	61.0	0	0	0	0	0	0	0
9055	RMP	2010	R92 Bus Ramp	Midtown	9	3	CO	168	6.92	42.6	0	0	0	0	0	0	0
9059	RMP	2010	R96 Bus Ramp	Midtown	9	3	CO	223	6.95	42.6	0	0	0	0	0	0	0
12241	RMP	2010	R95 Bus Ramp	Midtown	9	3	CO	5	6.92	42.6	0	0	0	0	0	0	0
99007	RMP	2010	R97 Bus Ramp	Midtown	9	3	CO	769	10.35	42.6	0	0	0	0	0	0	0
99500	RMP	2010	R94 Bus Ramp	Midtown	9	3	CO	10	6.92	42.6	0	0	0	0	0	0	0
99501	RMP	2010	R98 Bus Ramp	Midtown	9	3	CO	409	6.92	42.6	0	0	0	0	0	0	0

Table T7-5
CAL3QHC PM10 Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
99502	SB	2010	9A SB @ 57 ST SR	Midtown	9	3	PM10	99	0.569	0.007	0	0	0	0	0	0	0
99503	NB	2010	12 AV NB @ 59 ST SR	Midtown	9	3	PM10	99	0.569	0.008	0	0	0	0	0	0	0
21579	NB	2010	6 AV @ 31 ST	Midtown	9	3	PM10	2135	0.777	0.024	1275	90	44	2	4	1	4
21570	NB	2010	6 AV @ 32 ST	Midtown	9	3	PM10	2163	0.777	0.024	1305	90	44	2	4	1	4
21560	NB	2010	6 AV @ 33 ST	Midtown	9	3	PM10	2246	0.777	0.024	1456	90	50	2	5	1	3
21549	EB	2010	34 EB @ 6 AV	Midtown	9	3	PM10	789	0.776	0.062	1165	90	58	2	3	1	3
21549	WB	2010	34 WB @ 6 AV	Midtown	9	3	PM10	727	0.778	0.082	1179	90	58	2	3	1	3
21549	NB	2010	6 AV @ 34 ST	Midtown	9	3	PM10	1976	0.777	0.024	1543	90	58	2	4	1	3
21549	SB	2010	BWY @ 34 ST	Midtown	9	3	PM10	834	0.778	0.031	1334	90	64	2	3	1	3
9786	NB	2010	6 AV @ 35 ST	Midtown	9	3	PM10	1992	0.777	0.024	1414	90	35	2	4	1	4
9785	NB	2010	6 AV @ 36 ST	Midtown	9	3	PM10	2098	0.777	0.024	1280	90	45	2	5	1	4
9784	NB	2010	6 AV @ 37 ST	Midtown	9	3	PM10	2047	0.777	0.024	1293	90	45	2	5	1	4
9783	NB	2010	6 AV @ 38 ST	Midtown	9	3	PM10	2072	0.777	0.024	1282	90	35	2	5	1	4
9779	EB	2010	42 EB @ 6 AV	Midtown	9	3	PM10	1127	0.777	0.071	1337	90	49	2	3	1	3
9749	EB	2010	34 EB @ 7 AV	Midtown	9	3	PM10	848	0.776	0.063	1275	90	50	2	3	1	3
9749	WB	2010	34 WB @ 7 AV	Midtown	9	3	PM10	712	0.778	0.082	1026	90	50	2	3	1	3
9741	EB	2010	42 EB @ 7 AV	Midtown	9	3	PM10	1104	0.777	0.070	1253	90	51	2	3	1	3
9741	WB	2010	42 WB @ 7 AV	Midtown	9	3	PM10	691	0.777	0.066	1136	90	51	2	3	1	3
9755	EB	2010	34 EB @ 8 AV	Midtown	9	3	PM10	887	0.776	0.023	707	90	44	2	2	1	5
9755	WB	2010	34 WB @ 8 AV	Midtown	9	3	PM10	681	0.782	0.071	1053	90	45	2	3	1	3
9043	NB	2010	8 AV @ 38 ST	Midtown	9	3	PM10	1829	0.570	0.011	1252	90	43	2	4	1	4
9042	WB	2010	39 WB @ 8 AV	Midtown	9	3	PM10	661	0.776	0.026	1000	90	45	2	2	1	3
9042	NB	2010	8 AV @ 39 ST	Midtown	9	3	PM10	1965	0.570	0.011	1308	90	45	2	4	1	4
9041	NB	2010	8 AV @ 40 ST	Midtown	9	3	PM10	2144	0.570	0.011	1228	90	48	2	4	1	4
9040	NB	2010	8 AV @ 41 ST	Midtown	9	3	PM10	1938	0.570	0.011	1302	90	52	2	5	1	4
9673	EB	2010	42 EB @ 8 AV	Midtown	9	3	PM10	788	0.777	0.069	1162	90	39	2	3	1	5
9673	WB	2010	42 WB @ 8 AV	Midtown	9	3	PM10	713	0.777	0.066	1053	90	60	2	3	1	3
9673	NB	2010	8 AV @ 42 ST	Midtown	9	3	PM10	2149	0.570	0.011	1239	90	49	2	5	1	5
9672	NB	2010	8 AV @ 43 ST	Midtown	9	3	PM10	1891	0.570	0.011	1266	90	40	2	4	1	4
9671	NB	2010	8 AV @ 44 ST	Midtown	9	3	PM10	1884	0.570	0.011	1341	90	35	2	6	1	4
9670	NB	2010	8 AV @ 45 ST	Midtown	9	3	PM10	1876	0.570	0.011	1318	90	35	2	5	1	4
9669	NB	2010	8 AV @ 46 ST	Midtown	9	3	PM10	2018	0.570	0.011	1248	90	35	2	5	1	4
9760	SB	2010	9 AVE SB 30 ST	Midtown	9	3	PM10	2059	0.782	0.062	1357	90	41	2	6	1	4
9759	SB	2010	9 AVE SB 31 ST	Midtown	9	3	PM10	1953	0.782	0.063	1251	90	35	2	5	1	4
9078	SB	2010	9 AVE SB 33 ST	Midtown	9	3	PM10	1953	0.783	0.063	1323	90	35	2	5	1	4
9079	EB	2010	34 EB @ 9 AV	Midtown	9	3	PM10	965	0.776	0.023	1157	90	54	2	3	1	3
9079	WB	2010	34 WB @ 9 AV	Midtown	9	3	PM10	606	0.782	0.071	1292	90	40	2	3	1	3
9079	SB	2010	9 AVE SB 34 ST	Midtown	9	3	PM10	1822	0.783	0.063	1224	90	50	2	5	1	4
9080	SB	2010	9 AVE SB 35 ST	Midtown	9	3	PM10	1896	0.783	0.064	1224	90	35	2	5	1	4
9067	SB	2010	9 AVE SB 36 ST	Midtown	9	3	PM10	2030	0.783	0.064	1258	90	35	2	5	1	4
9068	WB	2010	37 WB @ 9 AV	Midtown	9	3	PM10	714	1.115	0.032	1167	90	55	2	2	1	3
9068	SB	2010	9 AVE SB 37 ST	Midtown	9	3	PM10	1669	0.783	0.064	1220	90	35	2	5	1	4
9052	WB	2010	39 WB @ 9 AV	Midtown	9	3	PM10	489	0.776	0.025	1220	90	55	2	2	1	3
9069	EB	2010	42 EB @ 9 AV	Midtown	9	3	PM10	775	0.777	0.067	1040	90	56	2	3	1	3
9069	WB	2010	42 WB @ 9 AV	Midtown	9	3	PM10	655	0.777	0.063	1215	90	40	2	3	1	3
9933	NB	2010	10 AV NB @ 31 ST	Midtown	9	3	PM10	2000	0.782	0.057	1225	90	35	2	5	1	4
9077	NB	2010	10 AV NB @ 33 ST	Midtown	9	3	PM10	2284	0.782	0.057	1262	90	37	2	4	1	4
9076	EB	2010	34 EB @ 10 AV	Midtown	9	3	PM10	591	0.777	0.023	1132	90	55	2	3	1	3
9076	WB	2010	34 WB @ 10 AV	Midtown	9	3	PM10	577	0.782	0.068	1074	90	55	2	3	1	3
9076	NB	2010	10 AV NB @ 34 ST	Midtown	9	3	PM10	2498	0.782	0.057	1249	90	35	2	5	1	3
9075	NB	2010	10 AV NB @ 35 ST	Midtown	9	3	PM10	2357	0.782	0.057	1238	90	35	2	5	1	4
9074	NB	2010	10 AV NB @ 36 ST	Midtown	9	3	PM10	2365	0.782	0.056	1213	90	35	2	5	1	4
9073	WB	2010	37 WB @ 10 AV	Midtown	9	3	PM10	362	1.115	0.031	1116	90	53	2	4	1	3
9073	NB	2010	10 AV NB @ 37 ST	Midtown	9	3	PM10	2189	0.776	0.018	1276	90	37	2	6	1	4
9046	NB	2010	10 AV NB @ 38 ST	Midtown	9	3	PM10	2234	0.776	0.018	1332	90	35	2	6	1	4
9032	WB	2010	39 WB @ 10 AV	Midtown	9	3	PM10	451	0.776	0.024	1435	90	50	2	3	1	3
9032	NB	2010	10 AV NB @ 39 ST	Midtown	9	3	PM10	1984	0.776	0.018	1435	90	40	2	6	1	4

Table T7-5
CAL3QHC PM10 Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9047	NB	2010	10 AV NB @ 40 ST	Midtown	9	3	PM10	1980	0.776	0.018	1317	90	41	2	6	1	4
9037	NB	2010	10 AV NB @ 41 ST	Midtown	9	3	PM10	1836	0.776	0.018	1406	90	50	2	6	1	3
9609	EB	2010	42 EB @ 10 AV	Midtown	9	3	PM10	459	0.777	0.066	735	90	57	2	2	1	3
9609	WB	2010	42 WB @ 10 AV	Midtown	9	3	PM10	1173	0.776	0.033	1031	90	56	2	3	1	3
9609	NB	2010	10 AV NB @ 42 ST	Midtown	9	3	PM10	2201	0.776	0.018	1255	90	40	2	4	1	4
9608	NB	2010	10 AV NB @ 43 ST	Midtown	9	3	PM10	2730	0.776	0.018	1285	90	40	2	5	1	4
9607	NB	2010	10 AV NB @ 44 ST	Midtown	9	3	PM10	2792	0.776	0.018	1273	90	35	2	5	1	4
9606	NB	2010	10 AV NB @ 45 ST	Midtown	9	3	PM10	2672	0.776	0.018	1265	90	36	2	5	1	4
9605	NB	2010	10 AV NB @ 46 ST	Midtown	9	3	PM10	2654	0.776	0.018	1261	90	36	2	5	1	4
9909	SB	2010	11 AV SB @ 30 ST	Midtown	9	3	PM10	1420	0.778	0.038	1347	90	45	2	4	1	3
9907	SB	2010	11 AV SB @ 33 ST	Midtown	9	3	PM10	1242	0.778	0.038	1348	90	30	2	4	1	3
9904	EB	2010	34 EB @ 11 AV	Midtown	9	3	PM10	768	0.778	0.028	937	90	63	2	3	1	3
9904	WB	2010	34 WB @ 11 AV	Midtown	9	3	PM10	756	0.779	0.064	768	90	63	2	3	1	5
9904	SB	2010	11 AV SB @ 34 ST	Midtown	9	3	PM10	1460	0.776	0.023	1262	90	27	2	4	1	4
9901	NB	2010	11 AV NB @ 35 ST	Midtown	9	3	PM10	332	0.780	0.046	1441	90	45	2	3	1	3
9901	SB	2010	11 AV SB @ 35 ST	Midtown	9	3	PM10	1172	0.778	0.035	1430	90	45	2	5	1	3
9898	NB	2010	11 AV NB @ 36 ST	Midtown	9	3	PM10	478	0.779	0.047	1325	90	27	2	3	1	3
9898	SB	2010	11 AV SB @ 36 ST	Midtown	9	3	PM10	1420	0.776	0.023	1191	90	27	2	5	1	3
9034	EB	2010	37 EB @ 11 AV	Midtown	9	3	PM10	100	1.112	0.014	1710	90	63	2	1	1	3
9034	WB	2010	37 WB @ 11 AV	Midtown	9	3	PM10	295	1.115	0.031	1334	90	63	2	3	1	3
9034	NB	2010	11 AV NB @ 37 ST	Midtown	9	3	PM10	416	0.779	0.047	1329	90	27	2	2	1	3
9034	SB	2010	11 AV SB @ 37 ST	Midtown	9	3	PM10	1249	0.776	0.022	1419	90	27	2	4	1	3
150008	NB	2010	11 AV NB @ 38 ST	Midtown	9	3	PM10	540	0.779	0.046	1366	90	27	2	3	1	3
150008	SB	2010	11 AV SB @ 38 ST	Midtown	9	3	PM10	1607	0.776	0.023	1256	90	27	2	4	1	3
9894	EB	2010	39 EB @ 11 AV	Midtown	9	3	PM10	100	0.776	0.025	959	90	54	2	1	1	3
9894	WB	2010	39 WB @ 11 AV	Midtown	9	3	PM10	431	0.776	0.025	1053	90	54	2	2	1	3
9894	NB	2010	11 AV NB @ 39 ST	Midtown	9	3	PM10	375	0.780	0.049	1320	90	36	2	3	1	3
9894	SB	2010	11 AV SB @ 39 ST	Midtown	9	3	PM10	1285	0.776	0.023	1370	90	36	2	4	1	3
9035	NB	2010	11 AV NB @ 40 ST	Midtown	9	3	PM10	484	0.780	0.049	1140	90	27	2	3	1	3
9035	SB	2010	11 AV SB @ 40 ST	Midtown	9	3	PM10	2072	0.776	0.035	1395	90	27	2	7	1	3
9036	SB	2010	11 AV SB @ 41 ST	Midtown	9	3	PM10	1909	0.776	0.035	1398	90	36	2	6	1	3
9573	EB	2010	42 EB @ 11 AV	Midtown	9	3	PM10	587	0.776	0.021	1007	90	52	2	3	1	3
9573	WB	2010	42 WB @ 11 AV	Midtown	9	3	PM10	718	0.776	0.032	1288	90	40	2	3	1	3
9573	SB	2010	11 AV SB @ 42 ST	Midtown	9	3	PM10	1697	0.776	0.035	1352	90	50	2	5	1	4
9572	SB	2010	11 AV SB @ 43 ST	Midtown	9	3	PM10	1568	0.776	0.036	1391	90	27	2	5	1	4
9571	SB	2010	11 AV SB @ 44 ST	Midtown	9	3	PM10	1583	0.776	0.036	1369	90	27	2	5	1	4
9570	NB	2010	11 AV NB @ 45 ST	Midtown	9	3	PM10	113	0.776	0.020	1243	90	27	2	3	1	4
9570	SB	2010	11 AV SB @ 45 ST	Midtown	9	3	PM10	1481	0.776	0.035	1384	90	27	2	3	1	4
9569	NB	2010	11 AV NB @ 46 ST	Midtown	9	3	PM10	241	0.776	0.020	1319	90	27	2	2	1	4
9874	SB	2010	12 AV SB @ 30 ST	Midtown	9	3	PM10	3132	0.571	0.020	1785	150	29	2	4	1	3
9873	NB	2010	12 AV NB @ 33 ST	Midtown	9	3	PM10	2496	0.571	0.021	0	0	0	0	0	0	0
9873	SB	2010	12 AV SB @ 33 ST	Midtown	9	3	PM10	3132	0.571	0.020	0	0	0	0	0	0	0
9872	WB	2010	34 WB @ 12 AV	Midtown	9	3	PM10	820	0.779	0.061	1712	150	86	2	3	1	3
9872	NB	2010	12 AV NB @ 34 ST	Midtown	9	3	PM10	2484	0.571	0.021	1693	150	65	2	5	1	3
9872	SBT	2010	12 AV SBT @ 34 ST	Midtown	9	3	PM10	2737	0.571	0.020	1801	150	36	2	3	1	3
9872	SBL	2010	12 AV SBL @ 34 ST	Midtown	9	3	PM10	414	0.579	0.084	1465	150	119	2	2	1	3
99000	NB	2010	12 AV NB @ 36 ST	Midtown	9	3	PM10	2570	0.571	0.021	1558	150	62	2	4	1	3
99000	SB	2010	12 AV SB @ 36 ST	Midtown	9	3	PM10	3146	0.571	0.020	1655	150	37	2	3	1	3
9871	NB	2010	12 AV NB @ 37 ST	Midtown	9	3	PM10	2606	0.571	0.021	1597	150	64	2	5	1	3
9871	SB	2010	12 AV SB @ 37 ST	Midtown	9	3	PM10	3142	0.571	0.020	1611	150	52	2	3	1	3
9870	NB	2010	12 AV NB @ 39 ST	Midtown	9	3	PM10	2619	0.571	0.026	1597	150	37	2	5	1	3
9870	SB	2010	12 AV SB @ 39 ST	Midtown	9	3	PM10	3111	0.569	0.007	1611	150	47	2	3	1	3
9869	NB	2010	12 AV NB @ 40 ST	Midtown	9	3	PM10	2563	0.571	0.025	1495	150	34	2	6	1	3
9869	SB	2010	12 AV SB @ 40 ST	Midtown	9	3	PM10	3267	0.569	0.007	1618	150	46	2	5	1	3
9868	NB	2010	12 AV NB @ 41 ST	Midtown	9	3	PM10	2478	0.571	0.026	1636	150	75	2	5	1	5
9868	SB	2010	12 AV SB @ 41 ST	Midtown	9	3	PM10	3263	0.569	0.007	1749	150	50	2	3	1	5
9867	WB	2010	42 WB @ 12 AV	Midtown	9	3	PM10	640	0.778	0.029	963	150	75	2	4	1	3

Table T7-5
CAL3QHC PM10 Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9867	NB	2010	12 AV NB @ 42 ST	Midtown	9	3	PM10	2464	0.571	0.025	1668	150	76	2	5	1	5
9867	SBT	2010	12 AV SBT @ 42 ST	Midtown	9	3	PM10	3076	0.569	0.007	1801	150	54	2	3	1	5
9867	SBL	2010	12 AV SBL @ 42 ST	Midtown	9	3	PM10	292	0.569	0.002	1745	150	114	2	2	1	5
9866	NB	2010	12 AV NB @ 43 ST	Midtown	9	3	PM10	2688	0.571	0.025	1629	150	36	2	5	1	3
9866	SB	2010	12 AV SB @ 43 ST	Midtown	9	3	PM10	3278	0.569	0.007	1572	150	47	2	5	1	3
9892	NB	2010	12 AV NB @ 44 ST	Midtown	9	3	PM10	2706	0.571	0.025	1699	150	43	2	4	1	3
9892	SBT	2010	12 AV SBT @ 44 ST	Midtown	9	3	PM10	3278	0.569	0.007	1783	150	43	2	4	1	3
9892	SBL	2010	12 AV SBL @ 44 ST	Midtown	9	3	PM10	193	0.569	0.007	1652	150	108	2	1	1	3
9864	NB	2010	12 AV NB @ 46 ST	Midtown	9	3	PM10	2566	0.571	0.025	1714	150	58	2	4	1	5
9858	SBT	2010	12 AV SBT @ 52 ST	Midtown	9	3	PM10	3633	0.569	0.007	1819	150	32	2	4	1	3
9858	SBL	2010	12 AV SBL @ 52 ST	Midtown	9	3	PM10	99	0.569	0.007	1728	150	125	2	1	1	3
9856	NB	2010	12 AV NB @ 54 ST	Midtown	9	3	PM10	2295	0.569	0.008	1820	150	36	2	4	1	4
9856	SBT	2010	12 AV SBT @ 54 ST	Midtown	9	3	PM10	3732	0.569	0.007	1836	150	36	2	4	1	4
9856	SBL	2010	12 AV SBL @ 54 ST	Midtown	9	3	PM10	245	0.569	0.007	1744	150	115	2	1	1	4
9855	NB	2010	12 AV NB @ 55 ST	Midtown	9	3	PM10	2311	0.569	0.008	1774	150	36	2	6	1	3
9855	SB	2010	12 AV SB @ 55 ST	Midtown	9	3	PM10	3781	0.569	0.007	1837	150	49	2	4	1	3
9883	NB	2010	12 AV NB @ 56 ST	Midtown	9	3	PM10	2057	0.569	0.008	1837	150	76	2	4	1	3
9883	SBT	2010	12 AV SBT @ 56 ST Thru	Midtown	9	3	PM10	3781	0.569	0.007	0	0	0	0	0	0	0
9883	SBL	2010	12 AV SBL @ 56 ST Left	Midtown	9	3	PM10	1082	0.569	0.007	1745	150	72	2	2	1	5
99001	NB	2010	12 AV NB @ 56 ST	Midtown	9	3	PM10	355	0.569	0.008	1694	150	85	2	3	1	3
9854	WB	2010	57 WB @ 9A	Midtown	9	3	PM10	567	0.775	0.004	1546	150	85	2	3	1	3
9854	NB	2010	12 AV NB @ 57 ST mr	Midtown	9	3	PM10	2629	0.569	0.008	1801	150	65	2	5	1	3
99002	NB	2010	12 AV NB @ 57 ST SR	Midtown	9	3	PM10	572	0.569	0.008	0	0	0	0	0	0	0
99504	NB	2010	9A NB @ 57 ST DEP	Midtown	9	3	PM10	2624	0.048	0.008	0	0	0	0	0	0	0
99505	SB	2010	9A SB BR@ 57 ST MR	Midtown	9	3	PM10	4863	0.048	0.007	0	0	0	0	0	0	0
21590	SB	2010	BWY @ 30 ST	Midtown	9	3	PM10	758	0.778	0.031	1365	90	44	2	2	1	3
21580	SB	2010	BWY @ 31 ST	Midtown	9	3	PM10	825	0.778	0.031	1221	90	44	2	2	1	3
21561	SB	2010	BWY @ 33 ST	Midtown	9	3	PM10	834	0.778	0.031	1516	90	50	2	2	1	3
9738	SB	2010	BWY @ 35 ST	Midtown	9	3	PM10	862	0.778	0.031	1192	90	62	2	3	1	3
9737	SB	2010	BWY @ 36 ST	Midtown	9	3	PM10	891	0.778	0.031	1236	90	55	2	4	1	3
9736	SB	2010	BWY @ 37 ST	Midtown	9	3	PM10	1125	0.778	0.031	1191	90	50	2	5	1	3
9731	EB	2010	42 EB @ BWY	Midtown	9	3	PM10	955	0.777	0.071	1263	90	57	2	3	1	3
9731	WB	2010	42 WB @ BWY	Midtown	9	3	PM10	694	0.777	0.066	1140	90	44	2	2	1	3
9081	EB	2010	34 EB @ DYER AV	Midtown	9	3	PM10	536	0.776	0.023	1208	90	58	2	2	1	3
9081	WB	2010	34 WB @ DYER AV	Midtown	9	3	PM10	553	0.782	0.070	1218	90	21	2	3	1	3
9070	EB	2010	42 EB @ Dyer AV	Midtown	9	3	PM10	384	0.777	0.062	1285	90	51	2	3	1	3
9070	WB	2010	42 WB @ Dyer AV	Midtown	9	3	PM10	655	0.777	0.063	1285	90	51	2	3	1	3
9594	EB	2010	57 EB @ 10 AV	Midtown	9	3	PM10	537	0.775	0.004	904	90	50	2	2	1	3
9558	EB	2010	57 EB @ 11 AV	Midtown	9	3	PM10	572	0.775	0.004	885	90	49	2	2	1	3
9558	WB	2010	57 WB @ 11 AV	Midtown	9	3	PM10	755	0.775	0.004	1143	90	49	2	3	1	3
21557	SB	2010	2 AV @ 34 ST	Midtown	9	3	PM10	3543	0.777	0.051	1411	90	43	2	6	1	3
21551	EB	2010	34 EB @ MADISON AV	Midtown	9	3	PM10	867	0.776	0.063	1125	90	50	2	2	1	3
21550	EB	2010	34 EB @ 5 AV	Midtown	9	3	PM10	789	0.776	0.062	1069	90	45	2	3	1	3
21550	WB	2010	34 WB @ 5 AV	Midtown	9	3	PM10	561	0.778	0.082	1099	90	45	2	3	1	3
21537	EB	2010	36 ST EB QMT entr/1st Ave	Midtown	9	3	PM10	846	0.777	0.024	1423	90	51	2	4	1	3
21537	NB	2010	QMT Ent Street NB 36th St	Midtown	9	3	PM10	486	0.777	0.051	1543	90	38	2	1	1	3
21536	EB	2010	2 AV @ 36 ST	Midtown	9	3	PM10	595	0.777	0.051	1271	90	66	2	3	1	3
21536	SB	2010	2 AV @ 36 ST	Midtown	9	3	PM10	2621	0.777	0.051	1297	90	54	2	7	1	3
21535	EB	2010	3 RD @ 36 ST	Midtown	9	3	PM10	522	0.777	0.024	1331	90	50	2	2	1	3
21518	SB	2010	2 AV @ 37 ST	Midtown	9	3	PM10	2378	0.777	0.051	1385	90	36	2	6	1	3
27756	SB	2010	9A SB VESTRY	Midtown	9	3	PM10	2200	0.776	0.015	1814	120	0	2	4	1	3
27758	NB	2010	9A NB WATTS	Midtown	9	3	PM10	3865	0.777	0.020	1742	120	38	2	4	1	3
27758	SB	2010	9A SB WATTS	Midtown	9	3	PM10	2200	0.776	0.015	1837	120	38	2	3	1	3
27759	NB	2010	9A NB CANAL	Midtown	9	3	PM10	3834	0.777	0.020	1687	122	52	2	5	1	3
27759	SB	2010	9A SB CANAL	Midtown	9	3	PM10	3283	0.776	0.016	1717	122	29	2	5	1	3
27760	WB	2010	CANAL WB 9A	Midtown	9	3	PM10	615	0.792	0.130	1354	120	95	2	3	1	3
27760	NB	2010	9A NB CANAL	Midtown	9	3	PM10	3312	0.777	0.020	1766	120	25	2	4	1	3

Table T7-5
CAL3QHC PM10 Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
27760	SB	2010	9A SB CANAL	Midtown	9	3	PM10	3117	0.776	0.016	1722	120	25	2	5	1	3
148922	NB	2010	9A NB HOUSTON	Midtown	9	3	PM10	3544	0.777	0.020	1806	150	54	2	5	1	3
27796	EB	2010	CANAL EB HUDSON	Midtown	9	3	PM10	1490	0.792	0.131	1534	90	32	2	3	1	3
27796	WB	2010	CANAL WB HUDSON	Midtown	9	3	PM10	1140	0.792	0.131	1508	90	58	2	3	1	3
27826	EB	2010	CANAL EB GREENWICH	Midtown	9	3	PM10	1634	0.792	0.131	1270	90	45	2	4	1	3
27826	WB	2010	CANAL WB GREENWICH	Midtown	9	3	PM10	687	0.792	0.130	1538	90	27	2	2	1	3
27813	EB	2010	CANAL EB WATTS	Midtown	9	3	PM10	1603	0.792	0.131	1404	120	30	2	3	1	3
27813	WB	2010	CANAL WB WATTS	Midtown	9	3	PM10	563	0.792	0.130	1679	120	30	2	2	1	3
9903	EB	2010	34 EB @ JJCC	Midtown	9	3	PM10	753	0.778	0.025	1452	120	23	2	3	1	3
9903	WB	2010	34 WB @ JJCC	Midtown	9	3	PM10	813	0.779	0.064	1452	120	23	2	3	1	3
12335	RMP	2010	39 ST on-ramp LT	Midtown	9	3	PM10	2	0.776	0.027	0	0	0	0	0	0	0
12239	RMP	2010	Bus Ramp R-99	Midtown	9	3	PM10	960	0.781	0.368	0	0	0	0	0	0	0
12306	RMP	2010	Ramp A	Midtown	9	3	PM10	743	0.782	0.112	0	0	0	0	0	0	0
9030	RMP	2010	Galvin Plz SB to N. Portal	Midtown	9	3	PM10	906	0.781	0.072	0	0	0	0	0	0	0
9028	RMP	2010	40 ST RT to Galvin Plz	Midtown	9	3	PM10	525	0.781	0.072	0	0	0	0	0	0	0
9024	RMP	2010	LT NORTH PORTAL	Midtown	9	3	PM10	3135	0.782	0.111	0	0	0	0	0	0	0
99515	WB	2010	MT WB FROM South PORTA	Midtown	9	3	PM10	916	0.777	0.024	0	0	0	0	0	0	0
99515	EB	2010	QMT EB TO South PORTAL	Midtown	9	3	PM10	1340	0.777	0.024	0	0	0	0	0	0	0
9055	RMP	2010	R92 Bus Ramp	Midtown	9	3	PM10	168	0.781	0.368	0	0	0	0	0	0	0
9059	RMP	2010	R96 Bus Ramp	Midtown	9	3	PM10	223	0.781	0.368	0	0	0	0	0	0	0
12241	RMP	2010	R95 Bus Ramp	Midtown	9	3	PM10	5	0.781	0.368	0	0	0	0	0	0	0
99007	RMP	2010	R97 Bus Ramp	Midtown	9	3	PM10	769	0.781	0.368	0	0	0	0	0	0	0
99500	RMP	2010	R94 Bus Ramp	Midtown	9	3	PM10	10	0.781	0.368	0	0	0	0	0	0	0
99501	RMP	2010	R98 Bus Ramp	Midtown	9	3	PM10	409	0.781	0.368	0	0	0	0	0	0	0

Table T7-6
CAL3QHC PM2.5 Daily Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix WITH FUGITIVE DUST

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
99502	SB	2010	9A SB @ 57 ST SR	Midtown	9	3	PM25	99	0.047	0.007	0	0	0	0	0	0	0
99503	NB	2010	12 AV NB @ 59 ST SR	Midtown	9	3	PM25	99	0.047	0.009	0	0	0	0	0	0	0
21579	NB	2010	6 AV @ 31 ST	Midtown	9	3	PM25	2135	0.099	0.025	1275	90	44	2	4	1	4
21570	NB	2010	6 AV @ 32 ST	Midtown	9	3	PM25	2163	0.099	0.025	1305	90	44	2	4	1	4
21560	NB	2010	6 AV @ 33 ST	Midtown	9	3	PM25	2246	0.099	0.025	1456	90	50	2	5	1	3
21549	EB	2010	34 EB @ 6 AV	Midtown	9	3	PM25	789	0.101	0.070	1165	90	58	2	3	1	3
21549	WB	2010	34 WB @ 6 AV	Midtown	9	3	PM25	727	0.102	0.090	1179	90	58	2	3	1	3
21549	NB	2010	6 AV @ 34 ST	Midtown	9	3	PM25	1976	0.099	0.025	1543	90	58	2	4	1	3
21549	SB	2010	BWY @ 34 ST	Midtown	9	3	PM25	834	0.100	0.030	1334	90	64	2	3	1	3
9786	NB	2010	6 AV @ 35 ST	Midtown	9	3	PM25	1992	0.099	0.025	1414	90	35	2	4	1	4
9785	NB	2010	6 AV @ 36 ST	Midtown	9	3	PM25	2098	0.099	0.025	1280	90	45	2	5	1	4
9784	NB	2010	6 AV @ 37 ST	Midtown	9	3	PM25	2047	0.099	0.025	1293	90	45	2	5	1	4
9783	NB	2010	6 AV @ 38 ST	Midtown	9	3	PM25	2072	0.099	0.025	1282	90	35	2	5	1	4
9779	EB	2010	42 EB @ 6 AV	Midtown	9	3	PM25	1127	0.101	0.079	1337	90	49	2	3	1	3
9749	EB	2010	34 EB @ 7 AV	Midtown	9	3	PM25	848	0.101	0.070	1275	90	50	2	3	1	3
9749	WB	2010	34 WB @ 7 AV	Midtown	9	3	PM25	712	0.102	0.090	1026	90	50	2	3	1	3
9741	EB	2010	42 EB @ 7 AV	Midtown	9	3	PM25	1104	0.101	0.078	1253	90	51	2	3	1	3
9741	WB	2010	42 WB @ 7 AV	Midtown	9	3	PM25	691	0.101	0.073	1136	90	51	2	3	1	3
9755	EB	2010	34 EB @ 8 AV	Midtown	9	3	PM25	887	0.099	0.024	707	90	44	2	2	1	5
9755	WB	2010	34 WB @ 8 AV	Midtown	9	3	PM25	681	0.104	0.071	1053	90	45	2	3	1	3
9043	NB	2010	8 AV @ 38 ST	Midtown	9	3	PM25	1829	0.047	0.012	1252	90	43	2	4	1	4
9042	WB	2010	39 WB @ 8 AV	Midtown	9	3	PM25	661	0.099	0.027	1000	90	45	2	2	1	3
9042	NB	2010	8 AV @ 39 ST	Midtown	9	3	PM25	1965	0.047	0.012	1308	90	45	2	4	1	4
9041	NB	2010	8 AV @ 40 ST	Midtown	9	3	PM25	2144	0.047	0.012	1228	90	48	2	4	1	4
9040	NB	2010	8 AV @ 41 ST	Midtown	9	3	PM25	1938	0.047	0.012	1302	90	52	2	5	1	4
9673	EB	2010	42 EB @ 8 AV	Midtown	9	3	PM25	788	0.101	0.077	1162	90	39	2	3	1	5
9673	WB	2010	42 WB @ 8 AV	Midtown	9	3	PM25	713	0.101	0.073	1053	90	60	2	3	1	3
9673	NB	2010	8 AV @ 42 ST	Midtown	9	3	PM25	2149	0.047	0.012	1239	90	49	2	5	1	5
9672	NB	2010	8 AV @ 43 ST	Midtown	9	3	PM25	1891	0.047	0.012	1266	90	40	2	4	1	4
9671	NB	2010	8 AV @ 44 ST	Midtown	9	3	PM25	1884	0.047	0.012	1341	90	35	2	6	1	4
9670	NB	2010	8 AV @ 45 ST	Midtown	9	3	PM25	1876	0.047	0.012	1318	90	35	2	5	1	4
9669	NB	2010	8 AV @ 46 ST	Midtown	9	3	PM25	2018	0.047	0.012	1248	90	35	2	5	1	4
9760	SB	2010	9 AVE SB 30 ST	Midtown	9	3	PM25	2059	0.104	0.061	1357	90	41	2	6	1	4
9759	SB	2010	9 AVE SB 31 ST	Midtown	9	3	PM25	1953	0.104	0.061	1251	90	35	2	5	1	4
9078	SB	2010	9 AVE SB 33 ST	Midtown	9	3	PM25	1953	0.104	0.061	1323	90	35	2	5	1	4
9079	EB	2010	34 EB @ 9 AV	Midtown	9	3	PM25	965	0.099	0.024	1157	90	54	2	3	1	3
9079	WB	2010	34 WB @ 9 AV	Midtown	9	3	PM25	606	0.104	0.071	1292	90	40	2	3	1	3
9079	SB	2010	9 AVE SB 34 ST	Midtown	9	3	PM25	1822	0.104	0.061	1224	90	50	2	5	1	4
9080	SB	2010	9 AVE SB 35 ST	Midtown	9	3	PM25	1896	0.104	0.062	1224	90	35	2	5	1	4
9067	SB	2010	9 AVE SB 36 ST	Midtown	9	3	PM25	2030	0.104	0.062	1258	90	35	2	5	1	4
9068	WB	2010	37 WB @ 9 AV	Midtown	9	3	PM25	714	0.184	0.032	1167	90	55	2	2	1	3
9068	SB	2010	9 AVE SB 37 ST	Midtown	9	3	PM25	1669	0.104	0.062	1220	90	35	2	5	1	4
9052	WB	2010	39 WB @ 9 AV	Midtown	9	3	PM25	489	0.099	0.026	1220	90	55	2	2	1	3
9069	EB	2010	42 EB @ 9 AV	Midtown	9	3	PM25	775	0.101	0.074	1040	90	56	2	3	1	3
9069	WB	2010	42 WB @ 9 AV	Midtown	9	3	PM25	655	0.101	0.069	1215	90	40	2	3	1	3
9933	NB	2010	10 AV NB @ 31 ST	Midtown	9	3	PM25	2000	0.104	0.054	1225	90	35	2	5	1	4
9077	NB	2010	10 AV NB @ 33 ST	Midtown	9	3	PM25	2284	0.104	0.054	1262	90	37	2	4	1	4
9076	EB	2010	34 EB @ 10 AV	Midtown	9	3	PM25	591	0.099	0.024	1132	90	55	2	3	1	3
9076	WB	2010	34 WB @ 10 AV	Midtown	9	3	PM25	577	0.104	0.068	1074	90	55	2	3	1	3
9076	NB	2010	10 AV NB @ 34 ST	Midtown	9	3	PM25	2498	0.104	0.054	1249	90	35	2	5	1	3
9075	NB	2010	10 AV NB @ 35 ST	Midtown	9	3	PM25	2357	0.104	0.054	1238	90	35	2	5	1	4
9074	NB	2010	10 AV NB @ 36 ST	Midtown	9	3	PM25	2365	0.104	0.054	1213	90	35	2	5	1	4
9073	WB	2010	37 WB @ 10 AV	Midtown	9	3	PM25	362	0.184	0.031	1116	90	53	2	4	1	3
9073	NB	2010	10 AV NB @ 37 ST	Midtown	9	3	PM25	2189	0.099	0.018	1276	90	37	2	6	1	4
9046	NB	2010	10 AV NB @ 38 ST	Midtown	9	3	PM25	2234	0.099	0.018	1332	90	35	2	6	1	4
9032	WB	2010	39 WB @ 10 AV	Midtown	9	3	PM25	451	0.099	0.026	1435	90	50	2	3	1	3
9032	NB	2010	10 AV NB @ 39 ST	Midtown	9	3	PM25	1984	0.099	0.019	1435	90	40	2	6	1	4

Table T7-6
CAL3QHC PM2.5 Daily Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix WITH FUGITIVE DUST

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9047	NB	2010	10 AV NB @ 40 ST	Midtown	9	3	PM25	1980	0.099	0.019	1317	90	41	2	6	1	4
9037	NB	2010	10 AV NB @ 41 ST	Midtown	9	3	PM25	1836	0.099	0.019	1406	90	50	2	6	1	3
9609	EB	2010	42 EB @ 10 AV	Midtown	9	3	PM25	459	0.101	0.073	735	90	57	2	2	1	3
9609	WB	2010	42 WB @ 10 AV	Midtown	9	3	PM25	1173	0.099	0.036	1031	90	56	2	3	1	3
9609	NB	2010	10 AV NB @ 42 ST	Midtown	9	3	PM25	2201	0.099	0.019	1255	90	40	2	4	1	4
9608	NB	2010	10 AV NB @ 43 ST	Midtown	9	3	PM25	2730	0.099	0.019	1285	90	40	2	5	1	4
9607	NB	2010	10 AV NB @ 44 ST	Midtown	9	3	PM25	2792	0.099	0.019	1273	90	35	2	5	1	4
9606	NB	2010	10 AV NB @ 45 ST	Midtown	9	3	PM25	2672	0.099	0.019	1265	90	36	2	5	1	4
9605	NB	2010	10 AV NB @ 46 ST	Midtown	9	3	PM25	2654	0.099	0.019	1261	90	36	2	5	1	4
9909	SB	2010	11 AV SB @ 30 ST	Midtown	9	3	PM25	1420	0.101	0.039	1347	90	45	2	4	1	3
9907	SB	2010	11 AV SB @ 33 ST	Midtown	9	3	PM25	1242	0.101	0.039	1348	90	30	2	4	1	3
9904	EB	2010	34 EB @ 11 AV	Midtown	9	3	PM25	768	0.100	0.028	937	90	63	2	3	1	3
9904	WB	2010	34 WB @ 11 AV	Midtown	9	3	PM25	756	0.102	0.067	768	90	63	2	3	1	5
9904	SB	2010	11 AV SB @ 34 ST	Midtown	9	3	PM25	1460	0.099	0.025	1262	90	27	2	4	1	4
9901	NB	2010	11 AV NB @ 35 ST	Midtown	9	3	PM25	332	0.102	0.045	1441	90	45	2	3	1	3
9901	SB	2010	11 AV SB @ 35 ST	Midtown	9	3	PM25	1172	0.100	0.036	1430	90	45	2	5	1	3
9898	NB	2010	11 AV NB @ 36 ST	Midtown	9	3	PM25	478	0.102	0.048	1325	90	27	2	3	1	3
9898	SB	2010	11 AV SB @ 36 ST	Midtown	9	3	PM25	1420	0.099	0.025	1191	90	27	2	5	1	3
9034	EB	2010	37 EB @ 11 AV	Midtown	9	3	PM25	100	0.181	0.016	1710	90	63	2	1	1	3
9034	WB	2010	37 WB @ 11 AV	Midtown	9	3	PM25	295	0.183	0.031	1334	90	63	2	3	1	3
9034	NB	2010	11 AV NB @ 37 ST	Midtown	9	3	PM25	416	0.102	0.047	1329	90	27	2	2	1	3
9034	SB	2010	11 AV SB @ 37 ST	Midtown	9	3	PM25	1249	0.099	0.024	1419	90	27	2	4	1	3
150008	NB	2010	11 AV NB @ 38 ST	Midtown	9	3	PM25	540	0.102	0.046	1366	90	27	2	3	1	3
150008	SB	2010	11 AV SB @ 38 ST	Midtown	9	3	PM25	1607	0.099	0.025	1256	90	27	2	4	1	3
9894	EB	2010	39 EB @ 11 AV	Midtown	9	3	PM25	100	0.099	0.027	959	90	54	2	1	1	3
9894	WB	2010	39 WB @ 11 AV	Midtown	9	3	PM25	431	0.099	0.026	1053	90	54	2	2	1	3
9894	NB	2010	11 AV NB @ 39 ST	Midtown	9	3	PM25	375	0.102	0.050	1320	90	36	2	3	1	3
9894	SB	2010	11 AV SB @ 39 ST	Midtown	9	3	PM25	1285	0.099	0.025	1370	90	36	2	4	1	3
9035	NB	2010	11 AV NB @ 40 ST	Midtown	9	3	PM25	484	0.102	0.049	1140	90	27	2	3	1	3
9035	SB	2010	11 AV SB @ 40 ST	Midtown	9	3	PM25	2072	0.100	0.038	1395	90	27	2	7	1	3
9036	SB	2010	11 AV SB @ 41 ST	Midtown	9	3	PM25	1909	0.100	0.038	1398	90	36	2	6	1	3
9573	EB	2010	42 EB @ 11 AV	Midtown	9	3	PM25	587	0.099	0.023	1007	90	52	2	3	1	3
9573	WB	2010	42 WB @ 11 AV	Midtown	9	3	PM25	718	0.099	0.035	1288	90	40	2	3	1	3
9573	SB	2010	11 AV SB @ 42 ST	Midtown	9	3	PM25	1697	0.100	0.039	1352	90	50	2	5	1	4
9572	SB	2010	11 AV SB @ 43 ST	Midtown	9	3	PM25	1568	0.100	0.039	1391	90	27	2	5	1	4
9571	SB	2010	11 AV SB @ 44 ST	Midtown	9	3	PM25	1583	0.100	0.039	1369	90	27	2	5	1	4
9570	NB	2010	11 AV NB @ 45 ST	Midtown	9	3	PM25	113	0.099	0.022	1243	90	27	2	3	1	4
9570	SB	2010	11 AV SB @ 45 ST	Midtown	9	3	PM25	1481	0.100	0.039	1384	90	27	2	3	1	4
9569	NB	2010	11 AV NB @ 46 ST	Midtown	9	3	PM25	241	0.099	0.022	1319	90	27	2	2	1	4
9874	SB	2010	12 AV SB @ 30 ST	Midtown	9	3	PM25	3132	0.048	0.020	1785	150	29	2	4	1	3
9873	NB	2010	12 AV NB @ 33 ST	Midtown	9	3	PM25	2496	0.049	0.022	0	0	0	0	0	0	0
9873	SB	2010	12 AV SB @ 33 ST	Midtown	9	3	PM25	3132	0.048	0.020	0	0	0	0	0	0	0
9872	WB	2010	34 WB @ 12 AV	Midtown	9	3	PM25	820	0.102	0.064	1712	150	86	2	3	1	3
9872	NB	2010	12 AV NB @ 34 ST	Midtown	9	3	PM25	2484	0.049	0.022	1693	150	65	2	5	1	3
9872	SBT	2010	12 AV SBT @ 34 ST	Midtown	9	3	PM25	2737	0.048	0.020	1801	150	36	2	3	1	3
9872	SBL	2010	12 AV SBL @ 34 ST	Midtown	9	3	PM25	414	0.056	0.082	1465	150	119	2	2	1	3
99000	NB	2010	12 AV NB @ 36 ST	Midtown	9	3	PM25	2570	0.049	0.022	1558	150	62	2	4	1	3
99000	SB	2010	12 AV SB @ 36 ST	Midtown	9	3	PM25	3146	0.048	0.020	1655	150	37	2	3	1	3
9871	NB	2010	12 AV NB @ 37 ST	Midtown	9	3	PM25	2606	0.049	0.022	1597	150	64	2	5	1	3
9871	SB	2010	12 AV SB @ 37 ST	Midtown	9	3	PM25	3142	0.048	0.020	1611	150	52	2	3	1	3
9870	NB	2010	12 AV NB @ 39 ST	Midtown	9	3	PM25	2619	0.049	0.026	1597	150	37	2	5	1	3
9870	SB	2010	12 AV SB @ 39 ST	Midtown	9	3	PM25	3111	0.047	0.007	1611	150	47	2	3	1	3
9869	NB	2010	12 AV NB @ 40 ST	Midtown	9	3	PM25	2563	0.049	0.026	1495	150	34	2	6	1	3
9869	SB	2010	12 AV SB @ 40 ST	Midtown	9	3	PM25	3267	0.047	0.007	1618	150	46	2	5	1	3
9868	NB	2010	12 AV NB @ 41 ST	Midtown	9	3	PM25	2478	0.049	0.026	1636	150	75	2	5	1	5
9868	SB	2010	12 AV SB @ 41 ST	Midtown	9	3	PM25	3263	0.047	0.007	1749	150	50	2	3	1	5
9867	WB	2010	42 WB @ 12 AV	Midtown	9	3	PM25	640	0.100	0.029	963	150	75	2	4	1	3

Table T7-6
CAL3QHC PM2.5 Daily Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix WITH FUGITIVE DUST

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9867	NB	2010	12 AV NB @ 42 ST	Midtown	9	3	PM25	2464	0.049	0.026	1668	150	76	2	5	1	5
9867	SBT	2010	12 AV SBT @ 42 ST	Midtown	9	3	PM25	3076	0.047	0.007	1801	150	54	2	3	1	5
9867	SBL	2010	12 AV SBL @ 42 ST	Midtown	9	3	PM25	292	0.047	0.002	1745	150	114	2	2	1	5
9866	NB	2010	12 AV NB @ 43 ST	Midtown	9	3	PM25	2688	0.049	0.026	1629	150	36	2	5	1	3
9866	SB	2010	12 AV SB @ 43 ST	Midtown	9	3	PM25	3278	0.047	0.007	1572	150	47	2	5	1	3
9892	NB	2010	12 AV NB @ 44 ST	Midtown	9	3	PM25	2706	0.049	0.026	1699	150	43	2	4	1	3
9892	SBT	2010	12 AV SBT @ 44 ST	Midtown	9	3	PM25	3278	0.047	0.007	1783	150	43	2	4	1	3
9892	SBL	2010	12 AV SBL @ 44 ST	Midtown	9	3	PM25	193	0.047	0.007	1652	150	108	2	1	1	3
9864	NB	2010	12 AV NB @ 46 ST	Midtown	9	3	PM25	2566	0.049	0.026	1714	150	58	2	4	1	5
9858	SBT	2010	12 AV SBT @ 52 ST	Midtown	9	3	PM25	3633	0.047	0.007	1819	150	32	2	4	1	3
9858	SBL	2010	12 AV SBL @ 52 ST	Midtown	9	3	PM25	99	0.047	0.007	1728	150	125	2	1	1	3
9856	NB	2010	12 AV NB @ 54 ST	Midtown	9	3	PM25	2295	0.047	0.009	1820	150	36	2	4	1	4
9856	SBT	2010	12 AV SBT @ 54 ST	Midtown	9	3	PM25	3732	0.047	0.007	1836	150	36	2	4	1	4
9856	SBL	2010	12 AV SBL @ 54 ST	Midtown	9	3	PM25	245	0.047	0.007	1744	150	115	2	1	1	4
9855	NB	2010	12 AV NB @ 55 ST	Midtown	9	3	PM25	2311	0.047	0.009	1774	150	36	2	6	1	3
9855	SB	2010	12 AV SB @ 55 ST	Midtown	9	3	PM25	3781	0.047	0.007	1837	150	49	2	4	1	3
9883	NB	2010	12 AV NB @ 56 ST	Midtown	9	3	PM25	2057	0.047	0.009	1837	150	76	2	4	1	3
9883	SBT	2010	12 AV SBT @ 56 ST Thru	Midtown	9	3	PM25	3781	0.047	0.007	0	0	0	0	0	0	0
9883	SBL	2010	12 AV SBL @ 56 ST Left	Midtown	9	3	PM25	1082	0.047	0.007	1745	150	72	2	2	1	5
99001	NB	2010	12 AV NB @ 56 ST	Midtown	9	3	PM25	355	0.047	0.009	1694	150	85	2	3	1	3
9854	WB	2010	57 WB @ 9A	Midtown	9	3	PM25	567	0.098	0.004	1546	150	85	2	3	1	3
9854	NB	2010	12 AV NB @ 57 ST mr	Midtown	9	3	PM25	2629	0.047	0.009	1801	150	65	2	5	1	3
99002	NB	2010	12 AV NB @ 57 ST SR	Midtown	9	3	PM25	572	0.047	0.009	0	0	0	0	0	0	0
99504	NB	2010	9A NB @ 57 ST DEP	Midtown	9	3	PM25	2624	0.012	0.009	0	0	0	0	0	0	0
99505	SB	2010	9A SB BR@ 57 ST MR	Midtown	9	3	PM25	4863	0.012	0.007	0	0	0	0	0	0	0
21590	SB	2010	BWY @ 30 ST	Midtown	9	3	PM25	758	0.100	0.030	1365	90	44	2	2	1	3
21580	SB	2010	BWY @ 31 ST	Midtown	9	3	PM25	825	0.100	0.030	1221	90	44	2	2	1	3
21561	SB	2010	BWY @ 33 ST	Midtown	9	3	PM25	834	0.100	0.030	1516	90	50	2	2	1	3
9738	SB	2010	BWY @ 35 ST	Midtown	9	3	PM25	862	0.100	0.031	1192	90	62	2	3	1	3
9737	SB	2010	BWY @ 36 ST	Midtown	9	3	PM25	891	0.100	0.031	1236	90	55	2	4	1	3
9736	SB	2010	BWY @ 37 ST	Midtown	9	3	PM25	1125	0.100	0.030	1191	90	50	2	5	1	3
9731	EB	2010	42 EB @ BWY	Midtown	9	3	PM25	955	0.101	0.079	1263	90	57	2	3	1	3
9731	WB	2010	42 WB @ BWY	Midtown	9	3	PM25	694	0.101	0.073	1140	90	44	2	2	1	3
9081	EB	2010	34 EB @ DYER AV	Midtown	9	3	PM25	536	0.099	0.024	1208	90	58	2	2	1	3
9081	WB	2010	34 WB @ DYER AV	Midtown	9	3	PM25	553	0.104	0.070	1218	90	21	2	3	1	3
9070	EB	2010	42 EB @ Dyer AV	Midtown	9	3	PM25	384	0.101	0.068	1285	90	51	2	3	1	3
9070	WB	2010	42 WB @ Dyer AV	Midtown	9	3	PM25	655	0.101	0.070	1285	90	51	2	3	1	3
9594	EB	2010	57 EB @ 10 AV	Midtown	9	3	PM25	537	0.098	0.004	904	90	50	2	2	1	3
9558	EB	2010	57 EB @ 11 AV	Midtown	9	3	PM25	572	0.098	0.004	885	90	49	2	2	1	3
9558	WB	2010	57 WB @ 11 AV	Midtown	9	3	PM25	755	0.098	0.004	1143	90	49	2	3	1	3
21557	SB	2010	2 AV @ 34 ST	Midtown	9	3	PM25	3543	0.101	0.055	1411	90	43	2	6	1	3
21551	EB	2010	34 EB @ MADISON AV	Midtown	9	3	PM25	867	0.101	0.070	1125	90	50	2	2	1	3
21550	EB	2010	34 EB @ 5 AV	Midtown	9	3	PM25	789	0.101	0.070	1069	90	45	2	3	1	3
21550	WB	2010	34 WB @ 5 AV	Midtown	9	3	PM25	561	0.102	0.090	1099	90	45	2	3	1	3
21537	EB	2010	36 ST EB QMT entr/1st Ave	Midtown	9	3	PM25	846	0.100	0.025	1423	90	51	2	4	1	3
21537	NB	2010	QMT Ent Street NB 36th St	Midtown	9	3	PM25	486	0.101	0.055	1543	90	38	2	1	1	3
21536	EB	2010	2 AV @ 36 ST	Midtown	9	3	PM25	595	0.101	0.054	1271	90	66	2	3	1	3
21536	SB	2010	2 AV @ 36 ST	Midtown	9	3	PM25	2621	0.101	0.055	1297	90	54	2	7	1	3
21535	EB	2010	3 RD @ 36 ST	Midtown	9	3	PM25	522	0.099	0.024	1331	90	50	2	2	1	3
21518	SB	2010	2 AV @ 37 ST	Midtown	9	3	PM25	2378	0.101	0.055	1385	90	36	2	6	1	3
27756	SB	2010	9A SB VESTRY	Midtown	9	3	PM25	2200	0.099	0.016	1814	120	0	2	4	1	3
27758	NB	2010	9A NB WATTS	Midtown	9	3	PM25	3865	0.099	0.020	1742	120	38	2	4	1	3
27758	SB	2010	9A SB WATTS	Midtown	9	3	PM25	2200	0.099	0.016	1837	120	38	2	3	1	3
27759	NB	2010	9A NB CANAL	Midtown	9	3	PM25	3834	0.099	0.020	1687	122	52	2	5	1	3
27759	SB	2010	9A SB CANAL	Midtown	9	3	PM25	3283	0.099	0.016	1717	122	29	2	5	1	3
27760	WB	2010	CANAL WB 9A	Midtown	9	3	PM25	615	0.113	0.124	1354	120	95	2	3	1	3
27760	NB	2010	9A NB CANAL	Midtown	9	3	PM25	3312	0.099	0.020	1766	120	25	2	4	1	3

Table T7-6
CAL3QHC PM2.5 Daily Input Data
2010 Proposed Action - AM Peak

CAL3QHC Input Matrix WITH FUGITIVE DUST

A-node	B-node	Analysis Year	Link Description	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
27760	SB	2010	9A SB CANAL	Midtown	9	3	PM25	3117	0.099	0.016	1722	120	25	2	5	1	3
148922	NB	2010	9A NB HOUSTON	Midtown	9	3	PM25	3544	0.099	0.020	1806	150	54	2	5	1	3
27796	EB	2010	CANAL EB HUDSON	Midtown	9	3	PM25	1490	0.113	0.124	1534	90	32	2	3	1	3
27796	WB	2010	CANAL WB HUDSON	Midtown	9	3	PM25	1140	0.113	0.124	1508	90	58	2	3	1	3
27826	EB	2010	CANAL EB GREENWICH	Midtown	9	3	PM25	1634	0.113	0.124	1270	90	45	2	4	1	3
27826	WB	2010	CANAL WB GREENWICH	Midtown	9	3	PM25	687	0.113	0.124	1538	90	27	2	2	1	3
27813	EB	2010	CANAL EB WATTS	Midtown	9	3	PM25	1603	0.113	0.124	1404	120	30	2	3	1	3
27813	WB	2010	CANAL WB WATTS	Midtown	9	3	PM25	563	0.113	0.124	1679	120	30	2	2	1	3
9903	EB	2010	34 EB @ JJCC	Midtown	9	3	PM25	753	0.100	0.024	1452	120	23	2	3	1	3
9903	WB	2010	34 WB @ JJCC	Midtown	9	3	PM25	813	0.102	0.067	1452	120	23	2	3	1	3
12335	RMP	2010	39 ST on-ramp LT	Midtown	9	3	PM25	2	0.099	0.029	0	0	0	0	0	0	0
12239	RMP	2010	Bus Ramp R-99	Midtown	9	3	PM25	960	0.115	0.413	0	0	0	0	0	0	0
12306	RMP	2010	Ramp A	Midtown	9	3	PM25	743	0.106	0.118	0	0	0	0	0	0	0
9030	RMP	2010	Galvin Plz SB to N. Portal	Midtown	9	3	PM25	906	0.104	0.074	0	0	0	0	0	0	0
9028	RMP	2010	40 ST RT to Galvin Plz	Midtown	9	3	PM25	525	0.104	0.074	0	0	0	0	0	0	0
9024	RMP	2010	LT NORTH PORTAL	Midtown	9	3	PM25	3135	0.106	0.117	0	0	0	0	0	0	0
99515	WB	2010	MT WB FROM South PORTA	Midtown	9	3	PM25	916	0.099	0.024	0	0	0	0	0	0	0
99515	EB	2010	QMT EB TO South PORTAL	Midtown	9	3	PM25	1340	0.100	0.025	0	0	0	0	0	0	0
9055	RMP	2010	R92 Bus Ramp	Midtown	9	3	PM25	168	0.115	0.413	0	0	0	0	0	0	0
9059	RMP	2010	R96 Bus Ramp	Midtown	9	3	PM25	223	0.115	0.413	0	0	0	0	0	0	0
12241	RMP	2010	R95 Bus Ramp	Midtown	9	3	PM25	5	0.115	0.413	0	0	0	0	0	0	0
99007	RMP	2010	R97 Bus Ramp	Midtown	9	3	PM25	769	0.115	0.413	0	0	0	0	0	0	0
99500	RMP	2010	R94 Bus Ramp	Midtown	9	3	PM25	10	0.115	0.413	0	0	0	0	0	0	0
99501	RMP	2010	R98 Bus Ramp	Midtown	9	3	PM25	409	0.115	0.413	0	0	0	0	0	0	0

Mobile 6.2 Input File

Table T8-1
Mobile6.2 Input File for Light-Duty Gasoline Powered Vehicles

```
MOBILE6 INPUT FILE :
* Input file for 2010 LDGT winter in NEW YORK county NYSDEC Default start
> Now Running 2010 LDGT winter in NEW YORK county.

POLLUTANTS          : HC CO NOX CO2
PARTICULATES        :
DATABASE OUTPUT     :
WITH FIELDNAMES     :
AGGREGATED OUTPUT   :
EMISSIONS TABLE     : LDGT10M.tb1 REPLACE
REPORT FILE         : LDGT10M.txt REPLACE

RUN DATA
EXPRESS HC AS VOC   :
EXPAND BUS EFS      :
EXPAND LDT EFS      :
EXPAND HDDV EFS     :
EXPAND HDGV EFS     :
EXPAND EXHAUST      :
EXPAND EVAPORATIVE  :
IDLE PM EMISSIONS   :

STAGE II REFUELING :
89 1 77 77

ANTI-TAMP PROG      :
84 84 50 22222 22222222 2 11 098 22212222
I/M DESC FILE       : NYSDEC\NYIMTEST.d
start dist          : NYSDEC\SDIST\061SDIST.D

REG DIST            : NYSDEC\regdata\REG03NY.d
DIESEL FRACTIONS    :
0.0003 0.0007 0.0002 0.0004 0.0013 0.0010 0.0006 0.0006 0.0006 0.0003
0.0004 0.0007 0.0012 0.0006 0.0005 0.0002 0.0056 0.0045 0.0248 0.0441
0.0790 0.1081 0.0840 0.0572 0.0065
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0527 0.0443 0.0379 0.0046
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0526 0.0442 0.0379 0.0046
0.0290 0.0421 0.0480 0.0664 0.0616 0.0537 0.0789 0.0658 0.0757 0.0786
0.0843 0.0744 0.0849 0.0910 0.0726 0.0647 0.0826 0.0820 0.0861 0.1289
0.1254 0.0834 0.0373 0.0218 0.0041
0.0290 0.0422 0.0479 0.0664 0.0616 0.0537 0.0790 0.0658 0.0758 0.0786
0.0844 0.0742 0.0845 0.0908 0.0727 0.0648 0.0826 0.0826 0.0861 0.1300
0.1250 0.0839 0.0368 0.0218 0.0041
0.1398 0.1362 0.1153 0.1227 0.1620 0.1152 0.1550 0.1536 0.1878 0.1967
0.2096 0.2338 0.2008 0.1604 0.1659 0.1396 0.1576 0.1498 0.0813 0.1049
0.1300 0.1480 0.0786 0.0490 0.0083
0.3510 0.3312 0.3947 0.4143 0.4722 0.4249 0.4583 0.4460 0.4100 0.4417
0.4332 0.4755 0.4643 0.4220 0.3303 0.2994 0.2836 0.2540 0.2131 0.3495
0.1755 0.2404 0.3613 0.0956 0.0700
0.8171 0.6870 0.7315 0.7195 0.7261 0.7281 0.7122 0.7893 0.7107 0.6310
0.6574 0.6736 0.5123 0.5063 0.4088 0.2620 0.3371 0.3507 0.1879 0.3387
0.3333 0.3696 0.2692 0.0370 0.0458
0.8585 0.8512 0.8719 0.8438 0.8705 0.8396 0.8397 0.8569 0.8190 0.7957
0.7630 0.7435 0.7134 0.5919 0.6136 0.4588 0.4203 0.3300 0.4603 0.4063
0.4079 0.3092 0.5236 0.3309 0.0792
0.9265 0.9197 0.9229 0.9211 0.9403 0.8889 0.8610 0.8668 0.8114 0.8651
```

Table T8-1
Mobile6.2 Input File for Light-Duty Gasoline Powered Vehicles

```
0.8783 0.8734 0.9010 0.8326 0.8027 0.7513 0.7677 0.6466 0.7170 0.7042
0.6949 0.7448 0.7288 0.4000 0.1506
0.9827 0.9630 0.9618 0.9504 0.9510 0.9441 0.8579 0.9040 0.9255 0.9211
0.9371 0.8865 0.8892 0.9041 0.8399 0.8414 0.8036 0.8297 0.7762 0.7338
0.6565 0.7540 0.5497 0.6239 0.2017
0.9694 0.9760 0.9658 0.9588 0.9496 0.9374 0.9529 0.9450 0.9354 0.9242
0.9193 0.9169 0.8876 0.9483 0.9342 0.9373 0.9015 0.9236 0.9345 0.9255
0.8812 0.9167 0.8730 0.9239 0.4556
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000
0.6680 0.8193 0.8579 0.9014 0.8818 0.8102 0.7924 0.7843 0.8218 0.7727
0.7851 0.8649 0.8188 0.8127 0.7953 0.7062 0.5586 0.5751 0.5018 0.3149
0.2899 0.4688 0.3475 0.1831 0.0012


MILE ACCUM RATE    : NYSDEC\MILELDGT.d
VMT BY HOUR        : NYSDEC\HVMT\061_HVMT.DEF
FUEL PROGRAM       : 2 N
FUEL RVP           : 15.00


SEASON             : 2
MIN/MAX TEMPERATURE: 52.5 52.5

T2 EXH PHASE-IN    : NYSDEC\L2EXH.d
T2 EVAP PHASE-IN   : NYSDEC\L2EVAP.d
T2 CERT            : NYSDEC\L2CERT.d
94+ LDG IMP        : NYSDEC\LEV2.d
REBUILD EFFECTS    : 0.05

SCENARIO RECORD    : Scenario : Winter 2010 LDGT SPEED: 2.5
CALENDAR YEAR      : 2010
EVALUATION MONTH   : 1
RELATIVE HUMIDITY  : 80.7 80.6 77.4 77.2 74.7 70.4 67.4 61.8 61.9 71.6 70.4 66.0
                     70.2 76.3 72.4 71.5 72.1 64.0 72.1 75.6 79.4 79.8 81.4 80.1
BAROMETRIC PRES    : 29.92
PARTICULATE EF     : PM_EF\PMGZML.CSV PM_EF\PMGDR1.CSV PM_EF\PMGDR2.CSV
PM_EF\PMDZML.CSV PM_EF\PMDDR1.CSV PM_EF\PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15.00
AVERAGE SPEED      : 2.5 arterial
```

Table T8-2
Mobile6.2 Input File for Light-Duty Gasoline Powered Trucks

```
MOBILE6 INPUT FILE :
* Input file for 2010 LDGT winter in NEW YORK county NYSDEC Default start
> Now Running 2010 LDGT winter in NEW YORK county.

POLLUTANTS          : HC CO NOX CO2
PARTICULATES        :
DATABASE OUTPUT     :
WITH FIELDNAMES     :
AGGREGATED OUTPUT   :
EMISSIONS TABLE     : LDGT10M.tb1 REPLACE
REPORT FILE         : LDGT10M.txt REPLACE

RUN DATA
EXPRESS HC AS VOC   :
EXPAND BUS EFS      :
EXPAND LDT EFS      :
EXPAND HDDV EFS     :
EXPAND HDGV EFS     :
EXPAND EXHAUST      :
EXPAND EVAPORATIVE  :
IDLE PM EMISSIONS   :

STAGE II REFUELING :
89 1 77 77

ANTI-TAMP PROG      :
84 84 50 22222 22222222 2 11 098 22212222
I/M DESC FILE       : NYSDEC\NYIMTEST.d
start dist          : NYSDEC\SDIST\061SDIST.D

REG DIST            : NYSDEC\regdata\REG03NY.d
DIESEL FRACTIONS    :
0.0003 0.0007 0.0002 0.0004 0.0013 0.0010 0.0006 0.0006 0.0006 0.0003
0.0004 0.0007 0.0012 0.0006 0.0005 0.0002 0.0056 0.0045 0.0248 0.0441
0.0790 0.1081 0.0840 0.0572 0.0065
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0527 0.0443 0.0379 0.0046
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0526 0.0442 0.0379 0.0046
0.0290 0.0421 0.0480 0.0664 0.0616 0.0537 0.0789 0.0658 0.0757 0.0786
0.0843 0.0744 0.0849 0.0910 0.0726 0.0647 0.0826 0.0820 0.0861 0.1289
0.1254 0.0834 0.0373 0.0218 0.0041
0.0290 0.0422 0.0479 0.0664 0.0616 0.0537 0.0790 0.0658 0.0758 0.0786
0.0844 0.0742 0.0845 0.0908 0.0727 0.0648 0.0826 0.0826 0.0861 0.1300
0.1250 0.0839 0.0368 0.0218 0.0041
0.1398 0.1362 0.1153 0.1227 0.1620 0.1152 0.1550 0.1536 0.1878 0.1967
0.2096 0.2338 0.2008 0.1604 0.1659 0.1396 0.1576 0.1498 0.0813 0.1049
0.1300 0.1480 0.0786 0.0490 0.0083
0.3510 0.3312 0.3947 0.4143 0.4722 0.4249 0.4583 0.4460 0.4100 0.4417
0.4332 0.4755 0.4643 0.4220 0.3303 0.2994 0.2836 0.2540 0.2131 0.3495
0.1755 0.2404 0.3613 0.0956 0.0700
0.8171 0.6870 0.7315 0.7195 0.7261 0.7281 0.7122 0.7893 0.7107 0.6310
0.6574 0.6736 0.5123 0.5063 0.4088 0.2620 0.3371 0.3507 0.1879 0.3387
0.3333 0.3696 0.2692 0.0370 0.0458
0.8585 0.8512 0.8719 0.8438 0.8705 0.8396 0.8397 0.8569 0.8190 0.7957
0.7630 0.7435 0.7134 0.5919 0.6136 0.4588 0.4203 0.3300 0.4603 0.4063
0.4079 0.3092 0.5236 0.3309 0.0792
0.9265 0.9197 0.9229 0.9211 0.9403 0.8889 0.8610 0.8668 0.8114 0.8651
```

Table T8-2
Mobile6.2 Input File for Light-Duty Gasoline Powered Trucks

```
0.8783 0.8734 0.9010 0.8326 0.8027 0.7513 0.7677 0.6466 0.7170 0.7042
0.6949 0.7448 0.7288 0.4000 0.1506
0.9827 0.9630 0.9618 0.9504 0.9510 0.9441 0.8579 0.9040 0.9255 0.9211
0.9371 0.8865 0.8892 0.9041 0.8399 0.8414 0.8036 0.8297 0.7762 0.7338
0.6565 0.7540 0.5497 0.6239 0.2017
0.9694 0.9760 0.9658 0.9588 0.9496 0.9374 0.9529 0.9450 0.9354 0.9242
0.9193 0.9169 0.8876 0.9483 0.9342 0.9373 0.9015 0.9236 0.9345 0.9255
0.8812 0.9167 0.8730 0.9239 0.4556
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000
0.6680 0.8193 0.8579 0.9014 0.8818 0.8102 0.7924 0.7843 0.8218 0.7727
0.7851 0.8649 0.8188 0.8127 0.7953 0.7062 0.5586 0.5751 0.5018 0.3149
0.2899 0.4688 0.3475 0.1831 0.0012


MILE ACCUM RATE    : NYSDEC\MILELDGT.d
VMT BY HOUR        : NYSDEC\HVMT\061_HVMT.DEF
FUEL PROGRAM       : 2 N
FUEL RVP           : 15.00


SEASON             : 2
MIN/MAX TEMPERATURE: 52.5 52.5

T2 EXH PHASE-IN    : NYSDEC\L2EXH.d
T2 EVAP PHASE-IN   : NYSDEC\L2EVAP.d

T2 CERT            : NYSDEC\L2CERT.d
94+ LDG IMP        : NYSDEC\LEV2.d
REBUILD EFFECTS    : 0.05

SCENARIO RECORD    : Scenario : Winter 2010 LDGT SPEED: 2.5
CALENDAR YEAR      : 2010
EVALUATION MONTH   : 1
RELATIVE HUMIDITY  : 80.7 80.6 77.4 77.2 74.7 70.4 67.4 61.8 61.9 71.6 70.4 66.0
                     70.2 76.3 72.4 71.5 72.1 64.0 72.1 75.6 79.4 79.8 81.4 80.1
BAROMETRIC PRES    : 29.92
PARTICULATE EF     : PM_EF\PMGZML.CSV PM_EF\PMGDR1.CSV PM_EF\PMGDR2.CSV
PM_EF\PMDZML.CSV PM_EF\PMDDR1.CSV PM_EF\PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15.00
AVERAGE SPEED      : 2.5 arterial
```

Table T8-3
Mobile6.2 Input File for Sports Utility Vehicles

```
MOBILE6 INPUT FILE :
* Input file for 2010 SUV winter in NEW YORK county NYSDEC Default start
> Now Running 2010 SUV winter in NEW YORK county.

POLLUTANTS         : HC CO NOX CO2
PARTICULATES       :
DATABASE OUTPUT    :
WITH FIELDNAMES    :
AGGREGATED OUTPUT  :
EMISSIONS TABLE    : SUV10M.tb1 REPLACE
REPORT FILE        : SUV10M.txt REPLACE

RUN DATA
EXPRESS HC AS VOC  :
EXPAND BUS EFS     :
EXPAND LDT EFS     :
EXPAND HDDV EFS    :
EXPAND HDGV EFS    :
EXPAND EXHAUST     :
EXPAND EVAPORATIVE :
IDLE PM EMISSIONS  :

STAGE II REFUELING :
89 1 77 77

ANTI-TAMP PROG     :
84 84 50 22222 22222222 2 11 098 22212222
I/M DESC FILE      : NYSDEC\NYIMTEST.d
start dist         : NYSDEC\SDIST\061SDIST.D

REG DIST           : NYSDEC\regdata\REG03NY.d
DIESEL FRACTIONS   :
0.0003 0.0007 0.0002 0.0004 0.0013 0.0010 0.0006 0.0006 0.0006 0.0003
0.0004 0.0007 0.0012 0.0006 0.0005 0.0002 0.0056 0.0045 0.0248 0.0441
0.0790 0.1081 0.0840 0.0572 0.0065
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0527 0.0443 0.0379 0.0046
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0526 0.0442 0.0379 0.0046
0.0290 0.0421 0.0480 0.0664 0.0616 0.0537 0.0789 0.0658 0.0757 0.0786
0.0843 0.0744 0.0849 0.0910 0.0726 0.0647 0.0826 0.0820 0.0861 0.1289
0.1254 0.0834 0.0373 0.0218 0.0041
0.0290 0.0422 0.0479 0.0664 0.0616 0.0537 0.0790 0.0658 0.0758 0.0786
0.0844 0.0742 0.0845 0.0908 0.0727 0.0648 0.0826 0.0826 0.0861 0.1300
0.1250 0.0839 0.0368 0.0218 0.0041
0.1398 0.1362 0.1153 0.1227 0.1620 0.1152 0.1550 0.1536 0.1878 0.1967
0.2096 0.2338 0.2008 0.1604 0.1659 0.1396 0.1576 0.1498 0.0813 0.1049
0.1300 0.1480 0.0786 0.0490 0.0083
0.3510 0.3312 0.3947 0.4143 0.4722 0.4249 0.4583 0.4460 0.4100 0.4417
0.4332 0.4755 0.4643 0.4220 0.3303 0.2994 0.2836 0.2540 0.2131 0.3495
0.1755 0.2404 0.3613 0.0956 0.0700
```

Table T8-3
Mobile6.2 Input File for Sports Utility Vehicles

```
0.8171 0.6870 0.7315 0.7195 0.7261 0.7281 0.7122 0.7893 0.7107 0.6310
0.6574 0.6736 0.5123 0.5063 0.4088 0.2620 0.3371 0.3507 0.1879 0.3387
0.3333 0.3696 0.2692 0.0370 0.0458
0.8585 0.8512 0.8719 0.8438 0.8705 0.8396 0.8397 0.8569 0.8190 0.7957
0.7630 0.7435 0.7134 0.5919 0.6136 0.4588 0.4203 0.3300 0.4603 0.4063
0.4079 0.3092 0.5236 0.3309 0.0792
0.9265 0.9197 0.9229 0.9211 0.9403 0.8889 0.8610 0.8668 0.8114 0.8651
0.8783 0.8734 0.9010 0.8326 0.8027 0.7513 0.7677 0.6466 0.7170 0.7042
0.6949 0.7448 0.7288 0.4000 0.1506
0.9827 0.9630 0.9618 0.9504 0.9510 0.9441 0.8579 0.9040 0.9255 0.9211
0.9371 0.8865 0.8892 0.9041 0.8399 0.8414 0.8036 0.8297 0.7762 0.7338
0.6565 0.7540 0.5497 0.6239 0.2017
0.9694 0.9760 0.9658 0.9588 0.9496 0.9374 0.9529 0.9450 0.9354 0.9242
0.9193 0.9169 0.8876 0.9483 0.9342 0.9373 0.9015 0.9236 0.9345 0.9255
0.8812 0.9167 0.8730 0.9239 0.4556
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000
0.6680 0.8193 0.8579 0.9014 0.8818 0.8102 0.7924 0.7843 0.8218 0.7727
0.7851 0.8649 0.8188 0.8127 0.7953 0.7062 0.5586 0.5751 0.5018 0.3149
0.2899 0.4688 0.3475 0.1831 0.0012


MILE ACCUM RATE    : NYSDEC\NY_Mile.d
VMT BY HOUR        : NYSDEC\HVMT\061_HVMT.DEF
FUEL PROGRAM       : 2 N
FUEL RVP           : 15.00

VMT FRACTIONS
.0000  0.173  0.577  0.171  0.079  0.000  0.000  0.000
0.000  0.000  0.000  0.000  0.000  0.000  0.000  0.000
SEASON             : 2
MIN/MAX TEMPERATURE: 52.5 52.5

T2 EXH PHASE-IN    : NYSDEC\L2EXH.d
T2 EVAP PHASE-IN   : NYSDEC\L2EVAP.d
T2 CERT            : NYSDEC\L2CERT.d
94+ LDG IMP        : NYSDEC\LEV2.d
REBUILD EFFECTS    : 0.05

SCENARIO RECORD    : Scenario : Winter 2010 SUV SPEED: 2.5
CALENDAR YEAR      : 2010
EVALUATION MONTH   : 1
RELATIVE HUMIDITY  : 80.7 80.6 77.4 77.2 74.7 70.4 67.4 61.8 61.9 71.6 70.4 66.0
                     70.2 76.3 72.4 71.5 72.1 64.0 72.1 75.6 79.4 79.8 81.4 80.1
BAROMETRIC PRES    : 29.92
PARTICULATE EF     : PM_EF\PMGZML.CSV PM_EF\PMGDR1.CSV PM_EF\PMGDR2.CSV
PM_EF\PMDZML.CSV PM_EF\PMDDR1.CSV PM_EF\PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15.00
AVERAGE SPEED      : 2.5 arterial
```

Table T8-4
Mobile6.2 Input File for Medallion Taxis

```
MOBILE6 INPUT FILE :
* Input file for 2010 TAXI winter in NEW YORK county NYSDEC Default start
> Now Running 2010 TAXI winter in NEW YORK county.

POLLUTANTS          : HC CO NOX CO2
PARTICULATES        :
DATABASE OUTPUT     :
WITH FIELDNAMES     :
AGGREGATED OUTPUT   :
EMISSIONS TABLE     : TAXI10M.tb1 REPLACE
REPORT FILE         : TAXI10M.txt REPLACE

RUN DATA
EXPRESS HC AS VOC   :
EXPAND BUS EFS      :
EXPAND LDT EFS      :
EXPAND HDDV EFS     :
EXPAND HDGV EFS     :
EXPAND EXHAUST      :
EXPAND EVAPORATIVE  :
IDLE PM EMISSIONS   :


STAGE II REFUELING :
89 1 77 77

ANTI-TAMP PROG      :
84 84 50 22222 22222222 2 11 098 22212222
I/M DESC FILE       : NYSDEC\NYIMTEST.d
start dist          : NYSDEC\SDIST\061SDIST.D

REG DIST            : NYSDEC\regdata\REGTAXI.D
DIESEL FRACTIONS    :
0.0003 0.0007 0.0002 0.0004 0.0013 0.0010 0.0006 0.0006 0.0006 0.0003
0.0004 0.0007 0.0012 0.0006 0.0005 0.0002 0.0056 0.0045 0.0248 0.0441
0.0790 0.1081 0.0840 0.0572 0.0065
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0527 0.0443 0.0379 0.0046
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0526 0.0442 0.0379 0.0046
0.0290 0.0421 0.0480 0.0664 0.0616 0.0537 0.0789 0.0658 0.0757 0.0786
0.0843 0.0744 0.0849 0.0910 0.0726 0.0647 0.0826 0.0820 0.0861 0.1289
0.1254 0.0834 0.0373 0.0218 0.0041
0.0290 0.0422 0.0479 0.0664 0.0616 0.0537 0.0790 0.0658 0.0758 0.0786
0.0844 0.0742 0.0845 0.0908 0.0727 0.0648 0.0826 0.0826 0.0861 0.1300
0.1250 0.0839 0.0368 0.0218 0.0041
0.1398 0.1362 0.1153 0.1227 0.1620 0.1152 0.1550 0.1536 0.1878 0.1967
0.2096 0.2338 0.2008 0.1604 0.1659 0.1396 0.1576 0.1498 0.0813 0.1049
0.1300 0.1480 0.0786 0.0490 0.0083
0.3510 0.3312 0.3947 0.4143 0.4722 0.4249 0.4583 0.4460 0.4100 0.4417
0.4332 0.4755 0.4643 0.4220 0.3303 0.2994 0.2836 0.2540 0.2131 0.3495
0.1755 0.2404 0.3613 0.0956 0.0700
0.8171 0.6870 0.7315 0.7195 0.7261 0.7281 0.7122 0.7893 0.7107 0.6310
0.6574 0.6736 0.5123 0.5063 0.4088 0.2620 0.3371 0.3507 0.1879 0.3387
0.3333 0.3696 0.2692 0.0370 0.0458
0.8585 0.8512 0.8719 0.8438 0.8705 0.8396 0.8397 0.8569 0.8190 0.7957
0.7630 0.7435 0.7134 0.5919 0.6136 0.4588 0.4203 0.3300 0.4603 0.4063
0.4079 0.3092 0.5236 0.3309 0.0792
```

Table T8-4
Mobile6.2 Input File for Medallion Taxis

```
0.9265 0.9197 0.9229 0.9211 0.9403 0.8889 0.8610 0.8668 0.8114 0.8651
0.8783 0.8734 0.9010 0.8326 0.8027 0.7513 0.7677 0.6466 0.7170 0.7042
0.6949 0.7448 0.7288 0.4000 0.1506
0.9827 0.9630 0.9618 0.9504 0.9510 0.9441 0.8579 0.9040 0.9255 0.9211
0.9371 0.8865 0.8892 0.9041 0.8399 0.8414 0.8036 0.8297 0.7762 0.7338
0.6565 0.7540 0.5497 0.6239 0.2017
0.9694 0.9760 0.9658 0.9588 0.9496 0.9374 0.9529 0.9450 0.9354 0.9242
0.9193 0.9169 0.8876 0.9483 0.9342 0.9373 0.9015 0.9236 0.9345 0.9255
0.8812 0.9167 0.8730 0.9239 0.4556
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000
0.6680 0.8193 0.8579 0.9014 0.8818 0.8102 0.7924 0.7843 0.8218 0.7727
0.7851 0.8649 0.8188 0.8127 0.7953 0.7062 0.5586 0.5751 0.5018 0.3149
0.2899 0.4688 0.3475 0.1831 0.0012



MILE ACCUM RATE    : NYSDEC\MILETAXI.D
VMT BY HOUR        : NYSDEC\HVMT\061_HVMT.DEF
FUEL PROGRAM       : 2 N
FUEL RVP           : 15.00

STARTS PER DAY     : STHOT.d

VMT FRACTIONS
1.000  0.000  0.000  0.000  0.000  0.000  0.000  0.000
0.000  0.000  0.000  0.000  0.000  0.000  0.000  0.000

SEASON             : 2
MIN/MAX TEMPERATURE: 52.5 52.5

T2 EXH PHASE-IN    : NYSDEC\L2EXH.d
T2 EVAP PHASE-IN   : NYSDEC\L2EVAP.d
T2 CERT            : NYSDEC\L2CERT.d
94+ LDG IMP        : NYSDEC\LEV2.d
REBUILD EFFECTS    : 0.05

SCENARIO RECORD    : Scenario : Winter 2010 TAXI SPEED: 2.5
CALENDAR YEAR      : 2010
EVALUATION MONTH   : 1
RELATIVE HUMIDITY  : 80.7 80.6 77.4 77.2 74.7 70.4 67.4 61.8 61.9 71.6 70.4 66.0
                     70.2 76.3 72.4 71.5 72.1 64.0 72.1 75.6 79.4 79.8 81.4 80.1
BAROMETRIC PRES    : 29.92
PARTICULATE EF     : PM_EF\PMGZML.CSV PM_EF\PMGDR1.CSV PM_EF\PMGDR2.CSV
PM_EF\PMDZML.CSV PM_EF\PMDDR1.CSV PM_EF\PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15.00
AVERAGE SPEED      : 2.5 arterial
SOAK DISTRIBUTION  : SOAKHOT.d
```

Table T8-5
Mobile6.2 Input File for Heavy-Duty Gasoline Powered Trucks

```
MOBILE6 INPUT FILE :
* Input file for 2010 HDGV winter in NEW YORK county NYSDEC Default start
> Now Running 2010 HDGV winter in NEW YORK county.

POLLUTANTS          : HC CO NOX CO2
PARTICULATES        :
DATABASE OUTPUT     :
WITH FIELDNAMES     :
AGGREGATED OUTPUT   :
EMISSIONS TABLE     : HDGV10M.tb1 REPLACE
REPORT FILE         : HDGV10M.txt REPLACE

RUN DATA
EXPRESS HC AS VOC   :
EXPAND BUS EFS      :
EXPAND LDT EFS      :
EXPAND HDDV EFS     :
EXPAND HDGV EFS     :
EXPAND EXHAUST      :
EXPAND EVAPORATIVE  :
IDLE PM EMISSIONS   :

STAGE II REFUELING :
89 1 77 77

ANTI-TAMP PROG      :
84 84 50 22222 22222222 2 11 098 22212222
I/M DESC FILE       : NYSDEC\NYIMTEST.d
start dist          : NYSDEC\SDIST\061SDIST.D

REG DIST            : NYSDEC\regdata\REG03NY.d
DIESEL FRACTIONS    :
0.0003 0.0007 0.0002 0.0004 0.0013 0.0010 0.0006 0.0006 0.0006 0.0003
0.0004 0.0007 0.0012 0.0006 0.0005 0.0002 0.0056 0.0045 0.0248 0.0441
0.0790 0.1081 0.0840 0.0572 0.0065
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0527 0.0443 0.0379 0.0046
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0526 0.0442 0.0379 0.0046
0.0290 0.0421 0.0480 0.0664 0.0616 0.0537 0.0789 0.0658 0.0757 0.0786
0.0843 0.0744 0.0849 0.0910 0.0726 0.0647 0.0826 0.0820 0.0861 0.1289
0.1254 0.0834 0.0373 0.0218 0.0041
0.0290 0.0422 0.0479 0.0664 0.0616 0.0537 0.0790 0.0658 0.0758 0.0786
0.0844 0.0742 0.0845 0.0908 0.0727 0.0648 0.0826 0.0826 0.0861 0.1300
0.1250 0.0839 0.0368 0.0218 0.0041
0.1398 0.1362 0.1153 0.1227 0.1620 0.1152 0.1550 0.1536 0.1878 0.1967
0.2096 0.2338 0.2008 0.1604 0.1659 0.1396 0.1576 0.1498 0.0813 0.1049
0.1300 0.1480 0.0786 0.0490 0.0083
0.3510 0.3312 0.3947 0.4143 0.4722 0.4249 0.4583 0.4460 0.4100 0.4417
0.4332 0.4755 0.4643 0.4220 0.3303 0.2994 0.2836 0.2540 0.2131 0.3495
0.1755 0.2404 0.3613 0.0956 0.0700
0.8171 0.6870 0.7315 0.7195 0.7261 0.7281 0.7122 0.7893 0.7107 0.6310
0.6574 0.6736 0.5123 0.5063 0.4088 0.2620 0.3371 0.3507 0.1879 0.3387
0.3333 0.3696 0.2692 0.0370 0.0458
0.8585 0.8512 0.8719 0.8438 0.8705 0.8396 0.8397 0.8569 0.8190 0.7957
0.7630 0.7435 0.7134 0.5919 0.6136 0.4588 0.4203 0.3300 0.4603 0.4063
0.4079 0.3092 0.5236 0.3309 0.0792
0.9265 0.9197 0.9229 0.9211 0.9403 0.8889 0.8610 0.8668 0.8114 0.8651
```

Table T8-5
Mobile6.2 Input File for Heavy-Duty Gasoline Powered Trucks

```
0.8783 0.8734 0.9010 0.8326 0.8027 0.7513 0.7677 0.6466 0.7170 0.7042
0.6949 0.7448 0.7288 0.4000 0.1506
0.9827 0.9630 0.9618 0.9504 0.9510 0.9441 0.8579 0.9040 0.9255 0.9211
0.9371 0.8865 0.8892 0.9041 0.8399 0.8414 0.8036 0.8297 0.7762 0.7338
0.6565 0.7540 0.5497 0.6239 0.2017
0.9694 0.9760 0.9658 0.9588 0.9496 0.9374 0.9529 0.9450 0.9354 0.9242
0.9193 0.9169 0.8876 0.9483 0.9342 0.9373 0.9015 0.9236 0.9345 0.9255
0.8812 0.9167 0.8730 0.9239 0.4556
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000
0.6680 0.8193 0.8579 0.9014 0.8818 0.8102 0.7924 0.7843 0.8218 0.7727
0.7851 0.8649 0.8188 0.8127 0.7953 0.7062 0.5586 0.5751 0.5018 0.3149
0.2899 0.4688 0.3475 0.1831 0.0012


MILE ACCUM RATE    : NYSDEC\MILEHDGV.d
VMT BY HOUR        : NYSDEC\HVMT\061_HVMT.DEF
FUEL PROGRAM       : 2 N
FUEL RVP           : 15.00


SEASON             : 2
MIN/MAX TEMPERATURE: 52.5 52.5

T2 EXH PHASE-IN    : NYSDEC\L2EXH.d
T2 EVAP PHASE-IN   : NYSDEC\L2EVAP.d
T2 CERT            : NYSDEC\L2CERT.d
94+ LDG IMP        : NYSDEC\LEV2.d
REBUILD EFFECTS    : 0.05

SCENARIO RECORD    : Scenario : Winter 2010 HDGV SPEED: 2.5
CALENDAR YEAR      : 2010
EVALUATION MONTH   : 1
RELATIVE HUMIDITY  : 80.7 80.6 77.4 77.2 74.7 70.4 67.4 61.8 61.9 71.6 70.4 66.0
                     70.2 76.3 72.4 71.5 72.1 64.0 72.1 75.6 79.4 79.8 81.4 80.1
BAROMETRIC PRES    : 29.92
PARTICULATE EF     : PM_EF\PMGZML.CSV PM_EF\PMGDR1.CSV PM_EF\PMGDR2.CSV
PM_EF\PMDZML.CSV PM_EF\PMDDR1.CSV PM_EF\PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15.00
AVERAGE SPEED      : 2.5 arterial
```

Table T8-6
Mobile6.2 Input File for Heavy-Duty Diesel Powered Trucks

```
MOBILE6 INPUT FILE :
* Input file for 2010 HDDV winter in NEW YORK county NYSDEC Default start
> Now Running 2010 HDDV winter in NEW YORK county.

POLLUTANTS          : HC CO NOX CO2
PARTICULATES        :
DATABASE OUTPUT     :
WITH FIELDNAMES     :
AGGREGATED OUTPUT   :
EMISSIONS TABLE     : HDDV10M.tb1 REPLACE
REPORT FILE         : HDDV10M.txt REPLACE

RUN DATA
EXPRESS HC AS VOC   :
EXPAND BUS EFS      :
EXPAND LDT EFS      :
EXPAND HDDV EFS     :
EXPAND HDDV EFS     :
EXPAND EXHAUST      :
EXPAND EVAPORATIVE  :
IDLE PM EMISSIONS   :

STAGE II REFUELING :
89 1 77 77

ANTI-TAMP PROG      :
84 84 50 22222 22222222 2 11 098 22212222
I/M DESC FILE       : NYSDEC\NYIMTEST.d
start dist          : NYSDEC\SDIST\061SDIST.D

REG DIST            : NYSDEC\regdata\REG03NY.d
DIESEL FRACTIONS    :
0.0003 0.0007 0.0002 0.0004 0.0013 0.0010 0.0006 0.0006 0.0006 0.0003
0.0004 0.0007 0.0012 0.0006 0.0005 0.0002 0.0056 0.0045 0.0248 0.0441
0.0790 0.1081 0.0840 0.0572 0.0065
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0527 0.0443 0.0379 0.0046
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0526 0.0442 0.0379 0.0046
0.0290 0.0421 0.0480 0.0664 0.0616 0.0537 0.0789 0.0658 0.0757 0.0786
0.0843 0.0744 0.0849 0.0910 0.0726 0.0647 0.0826 0.0820 0.0861 0.1289
0.1254 0.0834 0.0373 0.0218 0.0041
0.0290 0.0422 0.0479 0.0664 0.0616 0.0537 0.0790 0.0658 0.0758 0.0786
0.0844 0.0742 0.0845 0.0908 0.0727 0.0648 0.0826 0.0826 0.0861 0.1300
0.1250 0.0839 0.0368 0.0218 0.0041
0.1398 0.1362 0.1153 0.1227 0.1620 0.1152 0.1550 0.1536 0.1878 0.1967
0.2096 0.2338 0.2008 0.1604 0.1659 0.1396 0.1576 0.1498 0.0813 0.1049
0.1300 0.1480 0.0786 0.0490 0.0083
0.3510 0.3312 0.3947 0.4143 0.4722 0.4249 0.4583 0.4460 0.4100 0.4417
0.4332 0.4755 0.4643 0.4220 0.3303 0.2994 0.2836 0.2540 0.2131 0.3495
0.1755 0.2404 0.3613 0.0956 0.0700
0.8171 0.6870 0.7315 0.7195 0.7261 0.7281 0.7122 0.7893 0.7107 0.6310
0.6574 0.6736 0.5123 0.5063 0.4088 0.2620 0.3371 0.3507 0.1879 0.3387
0.3333 0.3696 0.2692 0.0370 0.0458
0.8585 0.8512 0.8719 0.8438 0.8705 0.8396 0.8397 0.8569 0.8190 0.7957

0.7630 0.7435 0.7134 0.5919 0.6136 0.4588 0.4203 0.3300 0.4603 0.4063
0.4079 0.3092 0.5236 0.3309 0.0792
```

0.9265 0.9197 0.9229 0.9211 0.9403 0.8889 0.8610 0.8668 0.8114 0.8651

Table T8-6

Mobile6.2 Input File for Heavy-Duty Diesel Powered Trucks

```
0.8783 0.8734 0.9010 0.8326 0.8027 0.7513 0.7677 0.6466 0.7170 0.7042
0.6949 0.7448 0.7288 0.4000 0.1506
0.9827 0.9630 0.9618 0.9504 0.9510 0.9441 0.8579 0.9040 0.9255 0.9211
0.9371 0.8865 0.8892 0.9041 0.8399 0.8414 0.8036 0.8297 0.7762 0.7338
0.6565 0.7540 0.5497 0.6239 0.2017
0.9694 0.9760 0.9658 0.9588 0.9496 0.9374 0.9529 0.9450 0.9354 0.9242
0.9193 0.9169 0.8876 0.9483 0.9342 0.9373 0.9015 0.9236 0.9345 0.9255
0.8812 0.9167 0.8730 0.9239 0.4556
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000
0.6680 0.8193 0.8579 0.9014 0.8818 0.8102 0.7924 0.7843 0.8218 0.7727
0.7851 0.8649 0.8188 0.8127 0.7953 0.7062 0.5586 0.5751 0.5018 0.3149
0.2899 0.4688 0.3475 0.1831 0.0012


MILE ACCUM RATE    : NYSDEC\MILEHDDV.d
VMT BY HOUR        : NYSDEC\HVMT\061_HVMT.DEF
FUEL PROGRAM       : 2 N
FUEL RVP           : 15.00


SEASON             : 2
MIN/MAX TEMPERATURE: 52.5 52.5

T2 EXH PHASE-IN    : NYSDEC\L2EXH.d
T2 EVAP PHASE-IN   : NYSDEC\L2EVAP.d
T2 CERT            : NYSDEC\L2CERT.d
94+ LDG IMP        : NYSDEC\LEV2.d
REBUILD EFFECTS    : 0.05

SCENARIO RECORD    : Scenario : Winter 2010 HDDV SPEED: 2.5
CALENDAR YEAR      : 2010
EVALUATION MONTH   : 1
RELATIVE HUMIDITY  : 80.7 80.6 77.4 77.2 74.7 70.4 67.4 61.8 61.9 71.6 70.4 66.0
                     70.2 76.3 72.4 71.5 72.1 64.0 72.1 75.6 79.4 79.8 81.4 80.1
BAROMETRIC PRES    : 29.92
PARTICULATE EF     : PM_EF\PMGZML.CSV PM_EF\PMGDR1.CSV PM_EF\PMGDR2.CSV
PM_EF\PMDZML.CSV PM_EF\PMDDR1.CSV PM_EF\PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 15.00
AVERAGE SPEED      : 2.5 arterial
```

Table T8-7
Mobile6.2 Input File for Buses

```
MOBILE6 INPUT FILE :
* Input file for 2010 BUS winter in BRONX county NYSDEC Default start
> Now Running 2010 BUS winter in BRONX county.

POLLUTANTS          : HC CO NOX CO2
PARTICULATES        :
DATABASE OUTPUT     :
WITH FIELDNAMES     :
AGGREGATED OUTPUT   :
EMISSIONS TABLE     : BUS10M.tb1 REPLACE
REPORT FILE         : BUS10M.txt REPLACE

RUN DATA
EXPRESS HC AS VOC   :
EXPAND BUS EFS      :
EXPAND LDT EFS      :
EXPAND BUS EFS      :
EXPAND BUS EFS      :
EXPAND EXHAUST      :
EXPAND EVAPORATIVE  :
IDLE PM EMISSIONS   :

STAGE II REFUELING :
89 1 77 77

ANTI-TAMP PROG      :
84 84 50 22222 22222222 2 11 098 22212222
I/M DESC FILE       : NYSDEC\NYIMTEST.d
start dist          : NYSDEC\SDIST\061SDIST.D

REG DIST            : NYSDEC\regdata\REG03NY.d
DIESEL FRACTIONS    :
0.0003 0.0007 0.0002 0.0004 0.0013 0.0010 0.0006 0.0006 0.0006 0.0003
0.0004 0.0007 0.0012 0.0006 0.0005 0.0002 0.0056 0.0045 0.0248 0.0441
0.0790 0.1081 0.0840 0.0572 0.0065
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0527 0.0443 0.0379 0.0046
0.0016 0.0033 0.0040 0.0083 0.0107 0.0077 0.0073 0.0049 0.0077 0.0094
0.0114 0.0087 0.0089 0.0092 0.0075 0.0077 0.0121 0.0113 0.0245 0.0283
0.0401 0.0526 0.0442 0.0379 0.0046
0.0290 0.0421 0.0480 0.0664 0.0616 0.0537 0.0789 0.0658 0.0757 0.0786
0.0843 0.0744 0.0849 0.0910 0.0726 0.0647 0.0826 0.0820 0.0861 0.1289
0.1254 0.0834 0.0373 0.0218 0.0041
0.0290 0.0422 0.0479 0.0664 0.0616 0.0537 0.0790 0.0658 0.0758 0.0786
0.0844 0.0742 0.0845 0.0908 0.0727 0.0648 0.0826 0.0826 0.0861 0.1300
0.1250 0.0839 0.0368 0.0218 0.0041
0.1398 0.1362 0.1153 0.1227 0.1620 0.1152 0.1550 0.1536 0.1878 0.1967
0.2096 0.2338 0.2008 0.1604 0.1659 0.1396 0.1576 0.1498 0.0813 0.1049
0.1300 0.1480 0.0786 0.0490 0.0083
0.3510 0.3312 0.3947 0.4143 0.4722 0.4249 0.4583 0.4460 0.4100 0.4417
0.4332 0.4755 0.4643 0.4220 0.3303 0.2994 0.2836 0.2540 0.2131 0.3495
0.1755 0.2404 0.3613 0.0956 0.0700
0.8171 0.6870 0.7315 0.7195 0.7261 0.7281 0.7122 0.7893 0.7107 0.6310
0.6574 0.6736 0.5123 0.5063 0.4088 0.2620 0.3371 0.3507 0.1879 0.3387
0.3333 0.3696 0.2692 0.0370 0.0458
0.8585 0.8512 0.8719 0.8438 0.8705 0.8396 0.8397 0.8569 0.8190 0.7957
0.7630 0.7435 0.7134 0.5919 0.6136 0.4588 0.4203 0.3300 0.4603 0.4063
0.4079 0.3092 0.5236 0.3309 0.0792
0.9265 0.9197 0.9229 0.9211 0.9403 0.8889 0.8610 0.8668 0.8114 0.8651
```

Table T8-7
Mobile6.2 Input File for Buses

```
0.8783 0.8734 0.9010 0.8326 0.8027 0.7513 0.7677 0.6466 0.7170 0.7042
0.6949 0.7448 0.7288 0.4000 0.1506
0.9827 0.9630 0.9618 0.9504 0.9510 0.9441 0.8579 0.9040 0.9255 0.9211
0.9371 0.8865 0.8892 0.9041 0.8399 0.8414 0.8036 0.8297 0.7762 0.7338
0.6565 0.7540 0.5497 0.6239 0.2017
0.9694 0.9760 0.9658 0.9588 0.9496 0.9374 0.9529 0.9450 0.9354 0.9242
0.9193 0.9169 0.8876 0.9483 0.9342 0.9373 0.9015 0.9236 0.9345 0.9255
0.8812 0.9167 0.8730 0.9239 0.4556
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000 1.0000
1.0000 1.0000 1.0000 1.0000 1.0000
0.6680 0.8193 0.8579 0.9014 0.8818 0.8102 0.7924 0.7843 0.8218 0.7727
0.7851 0.8649 0.8188 0.8127 0.7953 0.7062 0.5586 0.5751 0.5018 0.3149
0.2899 0.4688 0.3475 0.1831 0.0012


MILE ACCUM RATE    : NYSDEC\MILEBUS.D
VMT BY HOUR        : NYSDEC\HVMT\061_HVMT.DEF
FUEL PROGRAM       : 2 N
FUEL RVP           : 15.00
REBUILD EFFECTS    : 0.05


STARTS PER DAY     : STHOT.D

SEASON             : 2
MIN/MAX TEMPERATURE: 51.0 51.0

T2 EXH PHASE-IN    : NYSDEC\L2EXH.d
T2 EVAP PHASE-IN   : NYSDEC\L2EVAP.d
T2 CERT            : NYSDEC\L2CERT.d
94+ LDG IMP        : NYSDEC\LEV2.d

SCENARIO RECORD    : Scenario : Winter 2010 BUS SPEED: 2.5
CALENDAR YEAR      : 2010
EVALUATION MONTH   : 1
RELATIVE HUMIDITY  : 80.7 80.6 77.4 77.2 74.7 70.4 67.4 61.8 61.9 71.6 70.4 66.0
                     70.2 76.3 72.4 71.5 72.1 64.0 72.1 75.6 79.4 79.8 81.4 80.1
BAROMETRIC PRES    : 29.92
PARTICULATE EF     : PM_EF\PMGZML.CSV PM_EF\PMGDR1.CSV PM_EF\PMGDR2.CSV
PM_EF\PMDZML.CSV PM_EF\PMDDR1.CSV PM_EF\PMDDR2.CSV
PARTICLE SIZE      : 10
DIESEL SULFUR      : 400.
AVERAGE SPEED      : 2.5 arterial
SOAK DISTRIBUTION  : SOAKHOT.d
```

Air Quality Microscale Site Screening, 2025 Proposed Action

Table T9-1
Air Quality Microscale Site Screening
2025 Proposed Action - AM Period

	2025 FUTURE WITHOUT THE PROPOSED ACTION						2025 FUTURE WITH THE PROPOSED ACTION						PROJECT GENERATED				
Intersection	**NB**	**SB**	**EB**	**WB**	**Total Vol**	**LOS**	**NB**	**SB**	**EB**	**WB**	**Total Vol**	**LOS**	**NB**	**SB**	**EB**	**WB**	**Total Vol**
9th Avenue @ 34th Street		1989	1026	654	3669	C		2513	1341	914	4768	F	0	524	315	260	1099
7th Avenue @ 34th Street		2062	906	773	3741	C		2413	1137	1047	4597	D	0	351	231	274	856
9th Avenue @ 37th Street		1872		591	2463	B		2579		903	3482	B	0	707	0	312	1019
7th Ave/Broadway @ 45th Street		3472		633	4105	C		3618		760	4378	C	0	146	0	127	273
36th Street @ 2nd Avenue/QMT portal		2822	2091	977	5890	B		2863	2253	1252	6368	B	0	41	162	275	478
2nd Ave@ 59th St/QBBLower@2nd Ave		2150	905	1768	4823	E		2150	915	1937	5002	F	0	0	10	169	179
10th Avenue @ 34th Street	2298		594	585	3477	C	3226		919	799	4944	F	928	0	325	214	1467
10th Avenue @ 30th Street	1912		550		2462	B	2639		885		3524	E	727	0	335	0	1062
10th Ave@ 39th St/Lincoln Tunnel North Tube	5309			435	5744	B	5941			744	6685	B	632	0	0	309	941
10th Avenue @ 42nd Street	2341		344	1277	3962	D	2637		440	1343	4420	E	296	0	96	66	458
11th Avenue @ 34th Street		1283	750	634	2667	D		1999	999	936	3934	F	0	716	249	302	1267
11th Avenue @ 37th Street	285	1095		246	1626	B	419	1914		671	3004	E	134	819	0	425	1378
11th Avenue @ 42nd Street		1603	596	876	3075	C		2478	871	1036	4385	F	0	875	275	160	1310
6th Avenue @ Broadway/34th Street	2118	897	844	789	4648	F	2237	914	915	1063	5129	F	119	17	71	274	481
8th Avenue @ 42nd Street	2160		815	732	3707	B	2344		895	796	4035	C	184	0	80	64	328
Route 9A @ 34th Street	3011	3483		599	7093	C	2792	3517		957	7266	C	-219	34	0	358	173
Route 9A @ 42nd Street	2736	3734	22	557	7049	B	2803	3868	20	700	7391	B	67	134	-2	143	342
Route 9A @ 57th Street	2214	5214		611	8039	C	2310	5775		611	8696	C	96	561	0	0	657
8th Avenue @ 34th Street	1817		937	739	3493	E	2089		1179	1014	4282	F	272	0	242	275	789
3rd Avenue @ 57th Street	1914		804	1002	3720	D	1967		827	1084	3878	D	53	0	23	82	158
Route 9A @ Canal Street Eastbound	4084	3484			7568	D	4596	3589			8185	E	512	105	0	0	617
Route 9A @ Canal Street Westbound	3521	3306		657	7484	C	4032	3385		807	8224	D	511	79	0	150	740
57th Street @ Queensboro Br Entrance			437	1410	1847	D			441	1428	1869	D	0	0	4	18	22
34th Street @ Queens Midtown Tunnel			1589	550	2139	B			1636	630	2266	B	0	0	47	80	127
Queens Blvd/Jackson Ave/Northern Blvd	401	569	1007	1103	3080	C	401	569	1018	1175	3163	C	0	0	11	72	83
Northern blvd & 41st Avenue	402	1789	737		2928	E	402	1861	739		3002	E	0	72	2	0	74

Table T9-2
Air Quality Microscale Site Screening
2025 Proposed Action - MD Period

	FUTURE WITHOUT THE PROPOSED ACTION						FUTURE WITH THE PROPOSED ACTION						PROJECT GENERATED				
Intersection	**NB**	**SB**	**EB**	**WB**	**Total Vol**	**LOS**	**NB**	**SB**	**EB**	**WB**	**Total Vol**	**LOS**	**NB**	**SB**	**EB**	**WB**	**Total Vol**
9th Avenue @ 34th Street		1746	873	960	3579	C		2051	1147	1115	4313	E	0	305	274	155	734
7th Avenue @ 34th Street		1676	863	961	3500	C		1948	1075	1129	4152	D	0	272	212	168	652
9th Avenue @ 37th Street		1882		582	2464	B		2288		726	3014	D	0	406	0	144	550
7th Avenue/Broadway @ 45th Street		2327		626	2953	B		2461		709	3170	B	0	134	0	83	217
36th Street @ 2nd Avenue/QMT portal		2215	3033		5248	B		2241	3371		5612	B	0	26	338	0	364
2nd Ave @ 59th St/QBBLower@2nd Ave		2649	968	1702	5319	E		2702	1052	1794	5548	E&F	0	53	84	92	229
10th Avenue @ 34th Street	2375		624	741	3740	D	3060		845	878	4783	F	685	0	221	137	1043
10th Avenue @ 30th Street	1793		669		2462	B	2220		996		3216	E	427	0	327	0	754
10th Ave@ 39th St/Lincoln Tunnel North Tube	5318			622	5940	B	5860			772	6632	B	542	0	0	150	692
10th Avenue @ 42nd Street	2218		485	904	3607	E	2824		556	992	4372	F	606	0	71	88	765
11th Avenue @ 34th Street		1761	609	817	3187	D		2526	764	1180	4470	F	0	765	155	363	1283
11th Avenue @ 37th Street	268	1497		279	2044	B	402	2109		533	3044	C	134	612	0	254	1000
11th Avenue @ 42nd Street		1762	575	791	3128	C		2236	731	1151	4118	F	0	474	156	360	990
6th Avenue @ Broadway/34th Street	1825	1002	845	983	4655	F	1926	1016	961	1147	5050	F	101	14	116	164	395
8th Avenue @ 42nd Street	1695		835	594	3124	B	1967		893	644	3504	C	272	0	58	50	380
Route 9A @ 34th Street	3057	2541		842	6440	B	2784	2537		1318	6639	D	-273	-4	0	476	199
Route 9A @ 42nd Street	3347	2903	21	370	6641	D	3289	2881	22	684	6876	D	-58	-22	1	314	235
Route 9A @ 57th Street	2791	4111		557	7459	B	3027	4187		557	7771	E	236	76	0	0	312
8th Avenue @ 34th Street	1736		806	930	3472	D	2038		1028	1099	4165	F	302	0	222	169	693
3rd Avenue @ 57th Street	2653		1088	690	4431	C	2745		1139	698	4582	C	92	0	51	8	151
Route 9A @ Canal Street Eastbound	3432	2780			6212	B	3589	2961			6550	B	157	181	0	0	338
Route 9A @ Canal Street Westbound	2988	2545		410	5943	B	3145	2683		526	6354	B	157	138	0	116	411
57th Street @ Queensboro Br Entrance			1064	1007	2071	D			1082	1011	2093	D	0	0	18	4	22
34th Street @ Queens Midtown Tunnel			1221	750	1971	C			1294	796	2090	C	0	0	73	46	119
Queens Blvd/Jackson Ave/Northern Blvd	513	380	959	1299	3151	C	513	380	987	1336	3216	C	0	0	28	37	65
Northern blvd & 41st Avenue	613	1333	760	6	2712	E	613	1370	778	6	3216	F	0	37	18	0	55

Table T9-3
Air Quality Microscale Site Screening
2025 Proposed Action - PM Period

	FUTURE WITHOUT THE PROPOSED ACTION						FUTURE WITH THE PROPOSED ACTION						PROJECT GENERATED				
Intersection	**NB**	**SB**	**EB**	**WB**	**Total Vol**	**LOS**	**NB**	**SB**	**EB**	**WB**	**Total Vol**	**LOS**	**NB**	**SB**	**EB**	**WB**	**Total Vol**
7th Avenue @ 34th Street		1595	678	766	3039	C		1968	1047	858	3873	C	0	373	369	92	834
9th Avenue @ 34th Street		1821	721	671	3213	C		2293	1215	760	4268	D	0	472	494	89	1055
9th Avenue @ 37th Street		2626		861	3487	D		3117		1031	4148	F	0	491	0	170	661
7th Ave/Broadway @ 45th Street		2894		599	3493	B&C		3003		690	3693	B&C	0	109	0	91	200
36th Street @ 2nd Avenue/QMT portal		2401	4744		7145	C		2431	5777		8208	C	0	30	1033	0	1063
2nd Ave@ 59th St/QBBLower@2nd Ave		2354	960	2160	5474	C&D		2354	978	2210	5542	C&E	0	0	18	50	68
10th Avenue @ 34th Street	3019		476	686	4181	B	3861		837	794	5492	C	842	0	361	108	1311
10th Avenue @ 30th Street	2420		540		2960	B	2864		1127		3991	F	444	0	587	0	1031
10th Ave @ 39th St/Lincoln Tunnel North Tube	3595			4881	8476	C	4934			5312	10246	F	1339	0	0	431	1770
10th Avenue @ 42nd Street	3079		343	1291	4713	D	4674		427	1396	6497	F	1595	0	84	105	1784
11th Avenue @ 34th Street		1308	508	686	2502	C		2411	613	1224	4248	F	0	1103	105	538	1746
11th Avenue @ 37th Street	346	1145	6	346	1843	B	605	1931	6	756	3298	D	259	786	0	410	1455
11th Avenue @ 42nd Street		1999	640	1021	3660	C		2520	784	1339	4643	F	0	521	144	318	983
6th Avenue @ Broadway/34th Street	1826	1037	597	749	4209	F	1975	1091	881	842	4789	F	149	54	284	93	580
8th Avenue @ 42nd Street	2197		449	699	3345	C	2552		578	738	3868	D	355	0	129	39	523
Route 9A @ 34th Street	3754	3409		663	7826	C	3430	3365		1428	8223	F	-324	-44	0	765	397
Route 9A @ 42nd Street	4203	3627	51	559	8440	D	4382	3555	46	842	8825		179	-72	-5	283	385
Route 9A @ 57th Street	4347	4586		1037	9970	C	5143	4622		1037	10802	C	796	36	0	0	832
8th Avenue @ 34th Street	1837		671	705	3213	C	2257		1126	797	4180	F	420	0	455	92	967
3rd Avenue @ 57th Street	3690		974	593	5257	D	3941		1131	592	5664	F	251	0	157	-1	407
Route 9A @ Canal Street Eastbound	3688	3486			7174	C	3780	3993			7773	D	92	507	0	0	599
Route 9A @ Canal Street Westbound	3530	3330		403	7263	C	3622	3795		492	7909	C	92	465	0	89	646
57th Street @ Queensboro Br Entrance			938	1377	2315	E			1073	1412	2485	E	0	0	135	35	170
34th Street @ Queens Midtown Tunnel			1365	802	2167	C			1611	850	2461	C	0	0	246	48	294
Queens Blvd/Jackson Ave/Northern Blvd	786	390	1697	1404	4277	D	786	390	1808	1422	4406	E	0	0	111	18	129
Northern blvd & 41st Avenue	826	1639	1227		3692	C	826	1657	1291		3774	D	0	18	64	0	82

Table T9-4
Air Quality Microscale Site Screening
2025 Proposed Action - Evening Period

	FUTURE WITHOUT THE PROPOSED ACTION						FUTURE WITH THE PROPOSED ACTION						PROJECT GENERATED				
Intersection	**NB**	**SB**	**EB**	**WB**	**Total Vol**	**LOS**	**NB**	**SB**	**EB**	**WB**	**Total Vol**	**LOS**	**NB**	**SB**	**EB**	**WB**	**Total Vol**
10th Avenue @ 34th Street	1889		321	434	2644	B	3242		729	590	4561	F	1353	0	408	156	1917
10th Avenue @ 30th Street	1947		335		2282	B	3067		612		3679	E	1120	0	277	0	1397
10th Ave@ 39th St/Lincoln Tunnel North Tube	4566			404	4970	B	5196			571	5767	C	630	0	0	167	797
10th Avenue @ 42nd Street	2294		355	875	3524	D	2527		367	947	3841	E	233	0	12	72	317
11th Avenue @ 34th Street		1051	309	432	1792	C		1468	644	613	2725	F	0	417	335	181	933
11th Avenue @ 37th Street	68	915	6	128	1117	A	123	1609	6	448	2186	B	55	694	0	320	1069
11th Avenue @ 42nd Street		1347	543	762	2652	C		2130	714	884	3728	D	0	783	171	122	1076
6th Avenue @ Broadway/34th Street	1911	575	703	675	3864	F	2048	575	809	896	4328	F	137	0	106	221	464
8th Avenue @ 42nd Street	2477		721	619	3817	C	2512		726	684	3922	C	35	0	5	65	105
Route 9A @ 34th Street	2876	2321		419	5616	C	2819	2412		639	5870	C	-57	91	0	220	254
Route 9A @ 42nd Street	2519	2426	11	671	5627	C	2475	2559	11	730	5775	D	-44	133	0	59	148
Route 9A @ 57th Street	3200	2123		635	5958	B	3230	2784		635	6649	B	30	661	0	0	691
8th Avenue @ 34th Street	1578		684	886	3148	C	1464		870	1106	3440	E	-114	0	186	220	292
Route 9A @ Canal Street Eastbound	2385	2580			4965	A	3378	2641			6019	A	993	61	0	0	1054
Route 9A @ Canal Street Westbound	2086	2479		380	4945	C	3079	2534		547	6160	C	993	55	0	167	1215
9th Avenue @ 34th Street		1651	734	837	3222	D		2297	1111	1016	4424	F	0	646	377	179	1202
9th Avenue @ 37th Street		1386		489	1875	B		2048		816	2864	C	0	662	0	327	989
36th Street @ 2nd Avenue/QMT portal		2470	1113		3583	B		2523	1173		3696	B	0	53	60	0	113
7th Avenue @ 34th Street	N/A						N/A										
7th Avenue/Broadway @ 45th Street	N/A						N/A										
3rd Avenue @ 57th Street	N/A						N/A										
57th Street @ Queensboro Br Entrance	N/A						N/A										
34th Street @ Queens Midtown Tunnel	N/A						N/A										
2nd Avenue @ 59th Street/QBBLower@2nd Avenue	N/A						N/A										
Queens Blvd/Jackson Ave/Northern Blvd	N/A						N/A										
Northern blvd & 41st Avenue	N/A						N/A										

Table T9-5
Air Quality Microscale Site Screening
2025 Proposed Action - Sunday Period

	FUTURE WITHOUT THE PROPOSED ACTION						FUTURE WITH THE PROPOSED ACTION						PROJECT GENERATED				
Intersection	**NB**	**SB**	**EB**	**WB**	**Total Vol**	**LOS**	**NB**	**SB**	**EB**	**WB**	**Total Vol**	**LOS**	**NB**	**SB**	**EB**	**WB**	**Total Vol**
10th Avenue @ 34th Street	1802		478	820	3100	C	2198		847	936	3981	E	396	0	369	116	881
10th Avenue @ 30th Street	1656		471		2127	B	2198		906		3104	D	542	0	435	0	977
10th Ave@ 39th St/Lincoln Tunnel North Tube	4446			868	5314	B	7589			1011	8600	F	3143	0	0	143	3286
10th Avenue @ 42nd Street	2224		465	1020	3709	E	3973		516	1191	5680	F	1749	0	51	171	1971
11th Avenue @ 34th Street		1300	411	755	2466	D		2347	517	1091	3955	F	0	1047	106	336	1489
11th Avenue @ 37th Street	134	1061		226	1421	B	459	1669		567	2695	B	325	608	0	341	1274
11th Avenue @ 42nd Street		1053	710	931	2694	D		1489	1020	1364	3873	F	0	436	310	433	1179
6th Avenue @ Broadway/34th Street	1597	511	616	869	3593	E	1657	584	823	1001	4065	F	60	73	207	132	472
8th Avenue @ 42nd Street	1591		966	538	3095	C	1601		1049	594	3244	C	10	0	83	56	149
Route 9A @ 34th Street	2520	2832		705	6057	C	2394	2870		1370	6634	E	-126	38	0	665	577
Route 9A @ 42nd Street	2859	3087	56	648	6650	D	3050	3046	243	949	7288	E	191	-41	187	301	638
Route 9A @ 57th Street	3285	3942		646	7873	B	4448	4032		646	9126	C	1163	90	0	0	1253
8th Avenue @ 34th Street	2296		534	750	3580	E	2409		938	869	4216	F	113	0	404	119	636
Route 9A @ Canal Street Eastbound	1909	2861			4770	B	2032	3822			5854	C	123	961	0	0	1084
Route 9A @ Canal Street Westbound	1761	2749		355	4865	C	1884	3696		398	5978	C	123	947	0	43	1113
9th Avenue @ 34th Street		1871	481	826	3178	C		2604	928	961	4493	F	0	733	447	135	1315
9th Avenue @ 37th Street		1504		616	2120	B		2221		712	2933	C	0	717	0	96	813
36th Street @ 2nd Avenue/QMT portal		1554	2924		4478	B		1589	3533		5122	B	0	35	609	0	644
7th Avenue @ 34th Street	N/A						N/A										
7th Avenue/Broadway @ 45th Street	N/A						N/A										
3rd Avenue @ 57th Street	N/A						N/A										
57th Street @ Queensboro Br Entrance	N/A						N/A										
34th Street @ Queens Midtown Tunnel	N/A						N/A										
2nd Avenue @ 59th Street/QBBLower@2nd Avenue	N/A						N/A										
Queens Blvd/Jackson Ave/Northern Blvd	N/A						N/A										
Northern blvd & 41st Avenue	N/A						N/A										

Air Quality Tier 2
PM10 and PM2.5 Analysis

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 31 ST	2010	Midtown	1	PM10	1523	0.779	0.034	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	1	PM10	1791	0.779	0.032	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	1	PM10	2005	0.779	0.032	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	1	PM10	2052	0.779	0.029	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	1	PM10	2188	0.778	0.027	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	1	PM10	1971	0.776	0.015	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	1	PM10	2164	0.776	0.014	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	1	PM10	1847	0.776	0.014	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	1	PM10	1825	0.776	0.014	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	1	PM10	2002	0.776	0.013	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	1	PM10	2283	0.776	0.014	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	1	PM10	2368	0.776	0.015	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	1	PM10	2074	0.776	0.018	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	1	PM10	2016	0.776	0.017	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	1	PM10	1987	0.776	0.018	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	1	PM10	93	0.782	0.055	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	1	PM10	154	0.778	0.024	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	1	PM10	128	0.778	0.023	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	1	PM10	143	0.778	0.024	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	1	PM10	101	0.778	0.023	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	1	PM10	174	0.776	0.008	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	1	PM10	462	0.775	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	1	PM10	533	0.775	0.001	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	1	PM10	698	0.777	0.021	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	1	PM10	576	0.777	0.021	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	1	PM10	785	0.776	0.011	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	1	PM10	615	0.777	0.019	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	1	PM10	738	0.776	0.011	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	1	PM10	647	0.776	0.011	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	1	PM10	800	0.776	0.012	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	1	PM10	616	0.776	0.012	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	1	PM10	1214	0.776	0.012	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	1	PM10	1087	0.776	0.011	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	1	PM10	879	0.776	0.013	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	1	PM10	707	0.776	0.015	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	1	PM10	704	0.776	0.015	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	1	PM10	655	0.776	0.014	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	1	PM10	482	0.775	0.019	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	1	PM10	460	0.777	0.035	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	1	PM10	486	0.776	0.028	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	1	PM10	517	0.776	0.029	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	1	PM10	568	0.776	0.025	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	1	PM10	713	0.775	0.017	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	1	PM10	700	0.775	0.018	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	1	PM10	455	0.775	0.019	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	1	PM10	444	0.777	0.024	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	1	PM10	516	0.776	0.029	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	1	PM10	391	0.777	0.020	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	1	PM10	381	0.777	0.027	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	1	PM10	329	0.776	0.026	1274	90	45	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 6 AV	2010	Midtown	1	PM10	405	0.776	0.028	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	1	PM10	397	0.776	0.028	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	1	PM10	391	0.777	0.024	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	1	PM10	453	0.777	0.019	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	1	PM10	417	0.777	0.019	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	1	PM10	457	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	1	PM10	430	0.777	0.026	1828	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	1	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	1	PM10	389	0.775	0.006	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	1	PM10	265	0.775	0.007	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	1	PM10	655	0.776	0.008	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	1	PM10	740	0.775	0.006	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	1	PM10	202	0.776	0.025	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	1	PM10	363	0.775	0.009	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	1	PM10	416	0.776	0.029	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	1	PM10	489	0.776	0.022	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	1	PM10	173	0.776	0.024	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	1	PM10	823	0.776	0.011	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	1	PM10	662	0.775	0.008	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	1	PM10	389	0.777	0.041	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	1	PM10	459	0.776	0.033	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	1	PM10	529	0.777	0.018	1358	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	1	PM10	1655	0.778	0.033	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	1	PM10	1665	0.778	0.033	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	1	PM10	1727	0.778	0.033	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	1	PM10	1554	0.778	0.033	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	1	PM10	1569	0.778	0.033	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	1	PM10	1648	0.778	0.033	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	1	PM10	1615	0.778	0.033	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	1	PM10	1635	0.778	0.033	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	1	PM10	2290	0.780	0.036	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	1	PM10	2095	0.780	0.036	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	1	PM10	2062	0.780	0.037	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	1	PM10	1779	0.779	0.035	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	1	PM10	1773	0.779	0.034	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	1	PM10	2133	0.779	0.035	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	1	PM10	1886	0.780	0.035	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	1	PM10	530	0.778	0.025	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	1	PM10	572	0.778	0.026	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	1	PM10	576	0.778	0.026	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	1	PM10	579	0.778	0.026	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	1	PM10	589	0.778	0.026	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	1	PM10	592	0.778	0.026	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	1	PM10	789	0.778	0.025	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	1	PM10	909	0.785	0.074	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	1	PM10	847	0.785	0.072	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	1	PM10	895	0.785	0.074	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	1	PM10	311	0.789	0.099	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	1	PM10	529	0.788	0.099	1451	90	32	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
CANAL WB 9A	2010	Midtown	1	PM10	276	0.789	0.099	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	1	PM10	251	0.789	0.099	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	1	PM10	1065	0.570	0.010	1711	90	48	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	1	PM10	1088	0.570	0.010	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	1	PM10	1103	0.570	0.010	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	1	PM10	1185	0.570	0.010	1576	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	1	PM10	1336	0.570	0.010	1663	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	1	PM10	1226	0.570	0.010	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	1	PM10	1263	0.570	0.009	1717	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	1	PM10	1561	0.570	0.008	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	1	PM10	1689	0.570	0.008	1748	90	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	1	PM10	1738	0.570	0.008	1715	90	46	2	4	1	5
9A NB CANAL	2010	Midtown	1	PM10	1115	0.776	0.013	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	1	PM10	960	0.776	0.013	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	1	PM10	1019	0.776	0.013	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	1	PM10	1124	0.776	0.013	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	1	PM10	925	0.570	0.015	1769	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	1	PM10	977	0.570	0.014	1611	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	1	PM10	977	0.570	0.014	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	1	PM10	994	0.569	0.005	1617	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	1	PM10	991	0.569	0.005	1704	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	1	PM10	898	0.569	0.006	1611	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	1	PM10	857	0.570	0.006	1597	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	1	PM10	2052	0.776	0.011	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	1	PM10	1978	0.776	0.011	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	1	PM10	1349	0.776	0.011	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	1	PM10	1349	0.776	0.011	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	1	PM10	194	0.573	0.036	1518	90	77	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	1	PM10	62	0.570	0.007	1728	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	1	PM10	43	0.570	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	1	PM10	772	0.570	0.015	1801	90	48	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	1	PM10	830	0.570	0.006	1818	90	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	1	PM10	874	0.570	0.006	1766	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	1	PM10	277	0.775	0.002	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	1	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	1	PM10	989	0.780	0.035	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	1	PM10	1927	0.780	0.049	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	1	PM10	1	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	1	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	1	PM10	19	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	1	PM10	71	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	1	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	1	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	1	PM10	135	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	1	PM10	525	0.780	0.047	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	2	PM10	976	0.780	0.041	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	2	PM10	1089	0.780	0.041	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	2	PM10	1199	0.780	0.041	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	2	PM10	1142	0.780	0.041	1241	90	35	2	5	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 36 ST	2010	Midtown	2	PM10	1144	0.780	0.041	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	2	PM10	1067	0.777	0.022	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	2	PM10	1111	0.777	0.022	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	2	PM10	825	0.777	0.021	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	2	PM10	830	0.777	0.021	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	2	PM10	812	0.777	0.021	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	2	PM10	950	0.777	0.021	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	2	PM10	1178	0.777	0.022	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	2	PM10	1167	0.777	0.022	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	2	PM10	1116	0.777	0.022	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	2	PM10	1107	0.777	0.022	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	2	PM10	46	0.784	0.067	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	2	PM10	63	0.779	0.028	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	2	PM10	56	0.779	0.028	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	2	PM10	68	0.779	0.028	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	2	PM10	53	0.779	0.028	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	2	PM10	77	0.779	0.026	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	2	PM10	69	0.775	0.005	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	2	PM10	122	0.776	0.007	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	2	PM10	333	0.778	0.029	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	2	PM10	287	0.778	0.029	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	2	PM10	318	0.776	0.017	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	2	PM10	249	0.778	0.029	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	2	PM10	308	0.776	0.017	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	2	PM10	266	0.776	0.017	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	2	PM10	351	0.776	0.017	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	2	PM10	267	0.776	0.017	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	2	PM10	488	0.776	0.018	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	2	PM10	456	0.776	0.018	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	2	PM10	369	0.776	0.018	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	2	PM10	334	0.776	0.018	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	2	PM10	335	0.776	0.018	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	2	PM10	307	0.776	0.018	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	2	PM10	190	0.776	0.016	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	2	PM10	265	0.778	0.030	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	2	PM10	161	0.776	0.030	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	2	PM10	161	0.776	0.030	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	2	PM10	170	0.776	0.030	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	2	PM10	305	0.776	0.016	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	2	PM10	322	0.776	0.016	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	2	PM10	166	0.776	0.016	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	2	PM10	263	0.778	0.030	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	2	PM10	178	0.776	0.031	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	2	PM10	162	0.778	0.032	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	2	PM10	220	0.777	0.030	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	2	PM10	146	0.777	0.039	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	2	PM10	197	0.777	0.039	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	2	PM10	192	0.777	0.039	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	2	PM10	183	0.778	0.033	1160	90	45	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 9 AV	2010	Midtown	2	PM10	175	0.778	0.032	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	2	PM10	161	0.778	0.032	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	2	PM10	251	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	2	PM10	222	0.777	0.030	1828	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	2	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	2	PM10	148	0.776	0.011	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	2	PM10	136	0.776	0.012	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	2	PM10	279	0.776	0.012	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	2	PM10	229	0.776	0.011	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	2	PM10	101	0.776	0.033	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	2	PM10	155	0.775	0.014	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	2	PM10	219	0.776	0.033	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	2	PM10	201	0.776	0.032	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	2	PM10	75	0.776	0.033	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	2	PM10	455	0.776	0.014	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	2	PM10	269	0.776	0.013	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	2	PM10	229	0.777	0.053	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	2	PM10	238	0.777	0.052	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	2	PM10	241	0.777	0.022	1358	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	2	PM10	1034	0.778	0.035	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	2	PM10	1039	0.778	0.035	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	2	PM10	1080	0.778	0.035	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	2	PM10	970	0.778	0.035	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	2	PM10	978	0.778	0.035	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	2	PM10	1029	0.778	0.035	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	2	PM10	1003	0.778	0.035	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	2	PM10	1017	0.778	0.035	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	2	PM10	1111	0.782	0.051	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	2	PM10	1033	0.782	0.052	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	2	PM10	1048	0.782	0.052	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	2	PM10	796	0.782	0.051	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	2	PM10	781	0.782	0.051	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	2	PM10	1014	0.782	0.051	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	2	PM10	894	0.782	0.051	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	2	PM10	423	0.778	0.028	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	2	PM10	461	0.778	0.028	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	2	PM10	466	0.778	0.028	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	2	PM10	466	0.778	0.028	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	2	PM10	478	0.778	0.028	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	2	PM10	493	0.778	0.028	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	2	PM10	616	0.778	0.028	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	2	PM10	401	0.788	0.095	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	2	PM10	367	0.788	0.095	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	2	PM10	394	0.788	0.095	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	2	PM10	238	0.788	0.099	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	2	PM10	404	0.788	0.099	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	2	PM10	211	0.788	0.099	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	2	PM10	192	0.789	0.099	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	2	PM10	628	0.570	0.011	1711	90	48	2	5	1	5

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 36 ST	2010	Midtown	2	PM10	645	0.570	0.011	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	2	PM10	655	0.570	0.011	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	2	PM10	658	0.570	0.010	1576	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	2	PM10	721	0.570	0.010	1663	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	2	PM10	700	0.570	0.010	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	2	PM10	707	0.570	0.010	1717	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	2	PM10	786	0.570	0.010	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	2	PM10	800	0.570	0.010	1748	90	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	2	PM10	873	0.570	0.010	1715	90	46	2	4	1	5
9A NB CANAL	2010	Midtown	2	PM10	583	0.776	0.013	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	2	PM10	497	0.776	0.013	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	2	PM10	530	0.776	0.013	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	2	PM10	588	0.776	0.013	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	2	PM10	451	0.571	0.017	1769	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	2	PM10	455	0.571	0.017	1611	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	2	PM10	455	0.571	0.017	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	2	PM10	457	0.570	0.007	1617	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	2	PM10	463	0.570	0.007	1704	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	2	PM10	461	0.570	0.007	1611	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	2	PM10	458	0.570	0.007	1597	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	2	PM10	783	0.776	0.015	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	2	PM10	742	0.776	0.015	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	2	PM10	522	0.776	0.015	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	2	PM10	522	0.776	0.015	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	2	PM10	61	0.576	0.063	1518	90	77	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	2	PM10	38	0.570	0.007	1728	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	2	PM10	25	0.570	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	2	PM10	395	0.571	0.017	1801	90	48	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	2	PM10	437	0.570	0.007	1818	90	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	2	PM10	474	0.570	0.007	1766	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	2	PM10	58	0.776	0.009	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	2	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	2	PM10	471	0.781	0.048	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	2	PM10	684	0.784	0.087	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	2	PM10	1	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	2	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	2	PM10	4	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	2	PM10	11	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	2	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	2	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	2	PM10	30	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	2	PM10	125	0.783	0.081	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	3	PM10	713	0.780	0.042	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	3	PM10	790	0.780	0.042	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	3	PM10	869	0.780	0.042	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	3	PM10	825	0.780	0.042	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	3	PM10	824	0.780	0.042	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	3	PM10	771	0.777	0.022	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	3	PM10	797	0.777	0.022	1324	90	35	2	5	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 39 ST	2010	Midtown	3	PM10	593	0.777	0.022	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	3	PM10	598	0.777	0.022	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	3	PM10	577	0.777	0.022	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	3	PM10	681	0.777	0.022	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	3	PM10	857	0.777	0.022	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	3	PM10	888	0.777	0.022	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	3	PM10	849	0.777	0.022	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	3	PM10	842	0.777	0.022	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	3	PM10	33	0.784	0.068	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	3	PM10	45	0.779	0.029	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	3	PM10	39	0.779	0.029	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	3	PM10	48	0.779	0.029	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	3	PM10	38	0.779	0.029	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	3	PM10	49	0.779	0.028	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	3	PM10	40	0.776	0.008	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	3	PM10	88	0.776	0.009	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	3	PM10	237	0.778	0.030	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	3	PM10	206	0.778	0.030	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	3	PM10	228	0.776	0.017	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	3	PM10	180	0.778	0.030	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	3	PM10	222	0.776	0.017	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	3	PM10	193	0.776	0.017	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	3	PM10	255	0.776	0.017	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	3	PM10	195	0.776	0.017	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	3	PM10	347	0.776	0.018	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	3	PM10	324	0.776	0.018	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	3	PM10	296	0.776	0.018	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	3	PM10	272	0.776	0.018	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	3	PM10	273	0.776	0.018	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	3	PM10	251	0.776	0.018	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	3	PM10	134	0.776	0.016	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	3	PM10	188	0.778	0.030	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	3	PM10	121	0.776	0.031	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	3	PM10	121	0.776	0.031	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	3	PM10	128	0.776	0.031	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	3	PM10	214	0.776	0.016	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	3	PM10	228	0.776	0.016	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	3	PM10	116	0.776	0.016	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	3	PM10	187	0.778	0.030	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	3	PM10	134	0.776	0.031	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	3	PM10	121	0.778	0.033	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	3	PM10	164	0.778	0.031	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	3	PM10	93	0.777	0.039	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	3	PM10	125	0.777	0.039	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	3	PM10	122	0.777	0.039	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	3	PM10	138	0.778	0.033	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	3	PM10	128	0.778	0.033	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	3	PM10	118	0.778	0.033	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	3	PM10	190	0.778	0.031	1452	120	23	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 12 AV	2010	Midtown	3	PM10	164	0.778	0.031	1828	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	3	PM10	5	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	3	PM10	116	0.776	0.012	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	3	PM10	109	0.776	0.012	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	3	PM10	177	0.776	0.012	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	3	PM10	137	0.776	0.012	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	3	PM10	91	0.776	0.034	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	3	PM10	133	0.775	0.015	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	3	PM10	200	0.776	0.034	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	3	PM10	176	0.776	0.033	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	3	PM10	67	0.776	0.033	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	3	PM10	294	0.776	0.014	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	3	PM10	168	0.776	0.014	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	3	PM10	150	0.777	0.053	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	3	PM10	153	0.777	0.053	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	3	PM10	154	0.777	0.023	1358	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	3	PM10	691	0.778	0.035	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	3	PM10	695	0.778	0.035	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	3	PM10	722	0.778	0.035	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	3	PM10	649	0.778	0.035	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	3	PM10	654	0.778	0.035	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	3	PM10	688	0.778	0.035	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	3	PM10	671	0.778	0.035	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	3	PM10	680	0.778	0.035	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	3	PM10	816	0.782	0.053	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	3	PM10	759	0.782	0.053	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	3	PM10	775	0.782	0.053	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	3	PM10	488	0.782	0.053	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	3	PM10	477	0.782	0.053	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	3	PM10	621	0.782	0.053	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	3	PM10	547	0.782	0.053	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	3	PM10	220	0.778	0.028	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	3	PM10	240	0.778	0.028	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	3	PM10	243	0.778	0.028	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	3	PM10	243	0.778	0.028	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	3	PM10	249	0.778	0.028	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	3	PM10	257	0.778	0.028	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	3	PM10	321	0.778	0.028	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	3	PM10	258	0.788	0.098	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	3	PM10	236	0.788	0.098	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	3	PM10	253	0.788	0.098	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	3	PM10	173	0.788	0.099	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	3	PM10	295	0.788	0.099	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	3	PM10	154	0.788	0.099	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	3	PM10	140	0.788	0.099	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	3	PM10	401	0.570	0.011	1711	90	48	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	3	PM10	411	0.570	0.011	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	3	PM10	417	0.570	0.011	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	3	PM10	419	0.570	0.010	1576	90	46	2	5	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 40 ST	2010	Midtown	3	PM10	473	0.570	0.010	1663	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	3	PM10	458	0.570	0.010	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	3	PM10	459	0.570	0.010	1717	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	3	PM10	507	0.570	0.010	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	3	PM10	513	0.570	0.010	1748	90	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	3	PM10	556	0.570	0.010	1715	90	46	2	4	1	5
9A NB CANAL	2010	Midtown	3	PM10	374	0.776	0.013	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	3	PM10	320	0.776	0.013	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	3	PM10	340	0.776	0.013	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	3	PM10	377	0.776	0.013	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	3	PM10	279	0.571	0.017	1769	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	3	PM10	281	0.571	0.017	1611	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	3	PM10	281	0.571	0.017	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	3	PM10	280	0.570	0.007	1617	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	3	PM10	302	0.570	0.007	1704	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	3	PM10	305	0.570	0.007	1611	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	3	PM10	305	0.570	0.007	1597	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	3	PM10	501	0.776	0.016	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	3	PM10	474	0.776	0.016	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	3	PM10	335	0.776	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	3	PM10	335	0.776	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	3	PM10	37	0.577	0.065	1518	90	77	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	3	PM10	26	0.570	0.007	1728	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	3	PM10	17	0.570	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	3	PM10	245	0.571	0.017	1801	90	48	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	3	PM10	290	0.570	0.007	1818	90	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	3	PM10	325	0.570	0.007	1766	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	3	PM10	21	0.776	0.011	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	3	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	3	PM10	321	0.781	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	3	PM10	423	0.784	0.094	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	3	PM10	2	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	3	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	3	PM10	1	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	3	PM10	3	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	3	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	3	PM10	1	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	3	PM10	10	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	3	PM10	71	0.784	0.092	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	4	PM10	600	0.780	0.042	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	4	PM10	663	0.780	0.042	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	4	PM10	729	0.780	0.042	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	4	PM10	692	0.780	0.042	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	4	PM10	691	0.780	0.042	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	4	PM10	647	0.777	0.022	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	4	PM10	667	0.777	0.022	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	4	PM10	528	0.777	0.022	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	4	PM10	533	0.777	0.022	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	4	PM10	512	0.777	0.022	1405	90	50	2	5	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 42 ST	2010	Midtown	4	PM10	606	0.777	0.022	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	4	PM10	766	0.777	0.022	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	4	PM10	778	0.777	0.022	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	4	PM10	743	0.777	0.022	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	4	PM10	737	0.777	0.022	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	4	PM10	33	0.784	0.069	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	4	PM10	46	0.779	0.029	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	4	PM10	40	0.779	0.029	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	4	PM10	49	0.779	0.029	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	4	PM10	38	0.779	0.029	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	4	PM10	48	0.779	0.029	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	4	PM10	28	0.776	0.009	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	4	PM10	66	0.776	0.009	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	4	PM10	194	0.778	0.030	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	4	PM10	168	0.778	0.030	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	4	PM10	186	0.776	0.017	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	4	PM10	147	0.778	0.030	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	4	PM10	182	0.776	0.017	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	4	PM10	158	0.776	0.017	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	4	PM10	208	0.776	0.017	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	4	PM10	160	0.776	0.017	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	4	PM10	283	0.776	0.018	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	4	PM10	264	0.776	0.018	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	4	PM10	241	0.776	0.018	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	4	PM10	222	0.776	0.018	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	4	PM10	223	0.776	0.018	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	4	PM10	204	0.776	0.018	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	4	PM10	102	0.776	0.016	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	4	PM10	143	0.778	0.030	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	4	PM10	95	0.776	0.032	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	4	PM10	95	0.776	0.032	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	4	PM10	100	0.776	0.032	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	4	PM10	162	0.776	0.016	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	4	PM10	173	0.776	0.016	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	4	PM10	88	0.776	0.016	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	4	PM10	142	0.778	0.030	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	4	PM10	105	0.776	0.032	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	4	PM10	93	0.778	0.033	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	4	PM10	126	0.778	0.031	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	4	PM10	79	0.777	0.039	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	4	PM10	107	0.777	0.039	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	4	PM10	105	0.777	0.039	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	4	PM10	107	0.778	0.033	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	4	PM10	99	0.778	0.033	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	4	PM10	91	0.778	0.033	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	4	PM10	148	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	4	PM10	127	0.778	0.031	1828	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	4	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	4	PM10	77	0.776	0.012	1517	90	50	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
39 WB @ 11 AV	2010	Midtown	4	PM10	73	0.776	0.012	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	4	PM10	138	0.776	0.012	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	4	PM10	105	0.776	0.012	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	4	PM10	73	0.776	0.034	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	4	PM10	106	0.775	0.016	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	4	PM10	163	0.776	0.034	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	4	PM10	142	0.776	0.034	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	4	PM10	53	0.776	0.034	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	4	PM10	271	0.776	0.014	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	4	PM10	153	0.776	0.014	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	4	PM10	138	0.777	0.053	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	4	PM10	140	0.777	0.053	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	4	PM10	140	0.777	0.023	1358	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	4	PM10	638	0.778	0.035	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	4	PM10	641	0.778	0.035	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	4	PM10	666	0.778	0.035	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	4	PM10	599	0.778	0.035	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	4	PM10	604	0.778	0.035	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	4	PM10	635	0.778	0.035	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	4	PM10	619	0.778	0.035	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	4	PM10	628	0.778	0.035	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	4	PM10	624	0.782	0.053	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	4	PM10	581	0.782	0.053	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	4	PM10	594	0.782	0.053	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	4	PM10	280	0.782	0.053	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	4	PM10	273	0.782	0.053	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	4	PM10	354	0.782	0.053	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	4	PM10	312	0.782	0.053	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	4	PM10	150	0.778	0.028	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	4	PM10	163	0.778	0.028	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	4	PM10	165	0.778	0.028	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	4	PM10	165	0.778	0.028	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	4	PM10	169	0.778	0.028	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	4	PM10	175	0.778	0.028	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	4	PM10	219	0.778	0.028	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	4	PM10	240	0.788	0.099	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	4	PM10	219	0.788	0.099	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	4	PM10	235	0.788	0.099	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	4	PM10	181	0.788	0.099	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	4	PM10	308	0.788	0.099	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	4	PM10	161	0.788	0.099	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	4	PM10	146	0.788	0.099	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	4	PM10	310	0.570	0.011	1711	90	48	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	4	PM10	318	0.570	0.011	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	4	PM10	323	0.570	0.011	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	4	PM10	324	0.570	0.010	1576	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	4	PM10	391	0.570	0.010	1663	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	4	PM10	379	0.570	0.010	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	4	PM10	379	0.570	0.010	1717	90	55	2	5	1	5

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 43 ST	2010	Midtown	4	PM10	417	0.570	0.010	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	4	PM10	422	0.570	0.010	1748	90	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	4	PM10	423	0.570	0.010	1715	90	46	2	4	1	5
9A NB CANAL	2010	Midtown	4	PM10	350	0.776	0.013	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	4	PM10	299	0.776	0.013	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	4	PM10	318	0.776	0.013	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	4	PM10	353	0.776	0.013	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	4	PM10	232	0.571	0.017	1769	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	4	PM10	234	0.571	0.017	1611	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	4	PM10	234	0.571	0.017	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	4	PM10	233	0.570	0.007	1617	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	4	PM10	262	0.570	0.007	1704	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	4	PM10	265	0.570	0.007	1611	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	4	PM10	266	0.570	0.007	1597	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	4	PM10	375	0.777	0.016	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	4	PM10	354	0.777	0.016	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	4	PM10	251	0.777	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	4	PM10	251	0.777	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	4	PM10	31	0.577	0.065	1518	90	77	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	4	PM10	23	0.570	0.006	1728	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	4	PM10	15	0.570	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	4	PM10	204	0.571	0.017	1801	90	48	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	4	PM10	253	0.570	0.007	1818	90	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	4	PM10	291	0.570	0.007	1766	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	4	PM10	10	0.776	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	4	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	4	PM10	295	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	4	PM10	355	0.785	0.096	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	4	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	4	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	4	PM10	1	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	4	PM10	4	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	4	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	4	PM10	1	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	4	PM10	5	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	4	PM10	44	0.785	0.096	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	5	PM10	616	0.780	0.042	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	5	PM10	681	0.780	0.042	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	5	PM10	749	0.780	0.042	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	5	PM10	711	0.780	0.042	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	5	PM10	710	0.780	0.042	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	5	PM10	664	0.777	0.022	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	5	PM10	685	0.777	0.022	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	5	PM10	548	0.777	0.022	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	5	PM10	554	0.777	0.022	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	5	PM10	532	0.777	0.022	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	5	PM10	629	0.777	0.022	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	5	PM10	795	0.777	0.022	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	5	PM10	833	0.777	0.022	1272	90	35	2	5	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 45 ST	2010	Midtown	5	PM10	796	0.777	0.022	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	5	PM10	790	0.777	0.022	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	5	PM10	35	0.784	0.069	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	5	PM10	48	0.779	0.029	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	5	PM10	42	0.779	0.029	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	5	PM10	51	0.779	0.029	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	5	PM10	40	0.779	0.029	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	5	PM10	51	0.779	0.029	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	5	PM10	32	0.776	0.009	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	5	PM10	76	0.776	0.009	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	5	PM10	229	0.778	0.030	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	5	PM10	199	0.778	0.030	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	5	PM10	219	0.776	0.017	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	5	PM10	174	0.778	0.030	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	5	PM10	214	0.776	0.017	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	5	PM10	186	0.776	0.017	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	5	PM10	246	0.776	0.017	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	5	PM10	189	0.776	0.017	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	5	PM10	334	0.776	0.018	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	5	PM10	312	0.776	0.018	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	5	PM10	302	0.776	0.018	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	5	PM10	279	0.776	0.018	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	5	PM10	280	0.776	0.018	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	5	PM10	256	0.776	0.018	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	5	PM10	81	0.776	0.016	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	5	PM10	113	0.778	0.030	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	5	PM10	113	0.776	0.032	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	5	PM10	113	0.776	0.032	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	5	PM10	120	0.776	0.032	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	5	PM10	128	0.776	0.016	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	5	PM10	136	0.776	0.016	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	5	PM10	69	0.776	0.016	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	5	PM10	112	0.778	0.030	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	5	PM10	125	0.776	0.032	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	5	PM10	110	0.778	0.033	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	5	PM10	149	0.778	0.031	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	5	PM10	129	0.777	0.039	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	5	PM10	175	0.777	0.039	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	5	PM10	171	0.777	0.039	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	5	PM10	126	0.778	0.033	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	5	PM10	116	0.778	0.033	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	5	PM10	107	0.778	0.033	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	5	PM10	174	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	5	PM10	149	0.778	0.031	1828	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	5	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	5	PM10	70	0.776	0.012	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	5	PM10	66	0.776	0.012	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	5	PM10	174	0.776	0.012	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	5	PM10	133	0.776	0.012	1244	90	55	2	2	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 EB @ 10 AV	2010	Midtown	5	PM10	72	0.776	0.034	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	5	PM10	105	0.775	0.016	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	5	PM10	162	0.776	0.034	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	5	PM10	141	0.776	0.034	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	5	PM10	53	0.776	0.034	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	5	PM10	224	0.776	0.014	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	5	PM10	127	0.776	0.014	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	5	PM10	114	0.777	0.053	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	5	PM10	116	0.777	0.053	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	5	PM10	116	0.777	0.023	1358	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	5	PM10	596	0.778	0.035	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	5	PM10	599	0.778	0.035	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	5	PM10	622	0.778	0.035	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	5	PM10	559	0.778	0.035	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	5	PM10	564	0.778	0.035	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	5	PM10	593	0.778	0.035	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	5	PM10	578	0.778	0.035	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	5	PM10	586	0.778	0.035	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	5	PM10	581	0.782	0.053	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	5	PM10	541	0.782	0.053	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	5	PM10	553	0.782	0.053	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	5	PM10	1253	0.782	0.053	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	5	PM10	1274	0.782	0.053	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	5	PM10	1429	0.782	0.053	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	5	PM10	1222	0.782	0.053	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	5	PM10	159	0.778	0.028	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	5	PM10	174	0.778	0.028	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	5	PM10	176	0.778	0.028	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	5	PM10	176	0.778	0.028	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	5	PM10	180	0.778	0.028	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	5	PM10	186	0.778	0.028	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	5	PM10	233	0.778	0.028	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	5	PM10	290	0.788	0.099	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	5	PM10	265	0.788	0.099	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	5	PM10	285	0.788	0.099	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	5	PM10	253	0.788	0.099	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	5	PM10	430	0.788	0.099	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	5	PM10	224	0.788	0.099	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	5	PM10	204	0.788	0.099	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	5	PM10	306	0.570	0.011	1711	90	48	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	5	PM10	314	0.570	0.011	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	5	PM10	318	0.570	0.011	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	5	PM10	320	0.570	0.010	1576	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	5	PM10	382	0.570	0.010	1663	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	5	PM10	370	0.570	0.010	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	5	PM10	370	0.570	0.010	1717	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	5	PM10	408	0.570	0.010	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	5	PM10	413	0.570	0.010	1748	90	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	5	PM10	430	0.570	0.010	1715	90	46	2	4	1	5

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A NB CANAL	2010	Midtown	5	PM10	468	0.776	0.013	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	5	PM10	400	0.776	0.013	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	5	PM10	425	0.776	0.013	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	5	PM10	472	0.776	0.013	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	5	PM10	303	0.571	0.017	1769	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	5	PM10	307	0.571	0.017	1611	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	5	PM10	306	0.571	0.017	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	5	PM10	305	0.570	0.007	1617	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	5	PM10	344	0.570	0.007	1704	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	5	PM10	348	0.570	0.007	1611	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	5	PM10	350	0.570	0.007	1597	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	5	PM10	455	0.777	0.016	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	5	PM10	430	0.777	0.016	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	5	PM10	304	0.777	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	5	PM10	304	0.777	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	5	PM10	41	0.577	0.065	1518	90	77	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	5	PM10	31	0.570	0.006	1728	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	5	PM10	21	0.570	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	5	PM10	267	0.571	0.017	1801	90	48	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	5	PM10	332	0.570	0.007	1818	90	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	5	PM10	399	0.570	0.007	1766	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	5	PM10	8	0.776	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	5	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	5	PM10	373	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	5	PM10	475	0.785	0.096	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	5	PM10	6	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	5	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	5	PM10	2	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	5	PM10	6	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	5	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	5	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	5	PM10	9	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	5	PM10	84	0.785	0.096	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	6	PM10	767	0.782	0.057	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	6	PM10	848	0.782	0.057	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	6	PM10	933	0.782	0.057	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	6	PM10	886	0.782	0.058	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	6	PM10	883	0.782	0.057	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	6	PM10	827	0.776	0.018	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	6	PM10	852	0.776	0.018	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	6	PM10	864	0.776	0.018	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	6	PM10	873	0.776	0.018	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	6	PM10	839	0.776	0.018	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	6	PM10	990	0.776	0.018	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	6	PM10	1253	0.776	0.018	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	6	PM10	1298	0.776	0.018	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	6	PM10	1240	0.776	0.018	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	6	PM10	1231	0.776	0.018	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	6	PM10	55	0.780	0.046	1556	90	45	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 36 ST	2010	Midtown	6	PM10	76	0.780	0.049	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	6	PM10	66	0.780	0.049	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	6	PM10	81	0.780	0.049	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	6	PM10	64	0.780	0.049	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	6	PM10	80	0.780	0.049	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	6	PM10	37	0.776	0.021	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	6	PM10	87	0.776	0.021	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	6	PM10	316	0.778	0.041	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	6	PM10	275	0.778	0.041	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	6	PM10	302	0.776	0.027	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	6	PM10	239	0.778	0.041	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	6	PM10	295	0.776	0.027	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	6	PM10	255	0.776	0.027	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	6	PM10	338	0.776	0.027	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	6	PM10	259	0.776	0.027	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	6	PM10	460	0.776	0.038	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	6	PM10	430	0.776	0.038	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	6	PM10	410	0.776	0.038	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	6	PM10	378	0.776	0.038	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	6	PM10	380	0.776	0.038	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	6	PM10	348	0.776	0.038	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	6	PM10	127	0.776	0.023	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	6	PM10	178	0.778	0.026	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	6	PM10	237	0.776	0.064	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	6	PM10	237	0.776	0.064	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	6	PM10	250	0.776	0.064	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	6	PM10	201	0.776	0.023	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	6	PM10	214	0.776	0.023	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	6	PM10	109	0.776	0.023	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	6	PM10	176	0.778	0.025	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	6	PM10	262	0.776	0.064	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	6	PM10	251	0.782	0.070	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	6	PM10	340	0.779	0.064	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	6	PM10	224	0.777	0.083	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	6	PM10	302	0.777	0.083	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	6	PM10	295	0.777	0.083	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	6	PM10	289	0.782	0.070	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	6	PM10	267	0.782	0.070	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	6	PM10	246	0.782	0.070	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	6	PM10	398	0.779	0.064	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	6	PM10	340	0.779	0.064	1828	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	6	PM10	5	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	6	PM10	72	0.776	0.027	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	6	PM10	68	0.776	0.027	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	6	PM10	188	0.776	0.027	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	6	PM10	142	0.776	0.028	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	6	PM10	120	0.777	0.073	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	6	PM10	172	0.776	0.023	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	6	PM10	269	0.777	0.072	1268	90	40	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 EB @ 9 AV	2010	Midtown	6	PM10	232	0.777	0.073	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	6	PM10	86	0.777	0.075	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	6	PM10	435	0.776	0.034	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	6	PM10	245	0.776	0.034	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	6	PM10	222	0.777	0.069	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	6	PM10	225	0.777	0.069	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	6	PM10	225	0.778	0.030	1358	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	6	PM10	804	0.777	0.024	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	6	PM10	808	0.777	0.024	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	6	PM10	840	0.777	0.024	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	6	PM10	754	0.777	0.024	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	6	PM10	761	0.777	0.024	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	6	PM10	800	0.777	0.024	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	6	PM10	780	0.777	0.024	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	6	PM10	791	0.777	0.024	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	6	PM10	872	0.783	0.064	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	6	PM10	812	0.783	0.064	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	6	PM10	829	0.783	0.064	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	6	PM10	1386	0.783	0.064	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	6	PM10	1409	0.783	0.064	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	6	PM10	1580	0.783	0.064	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	6	PM10	1350	0.783	0.064	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	6	PM10	187	0.778	0.031	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	6	PM10	203	0.778	0.031	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	6	PM10	206	0.778	0.031	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	6	PM10	206	0.778	0.031	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	6	PM10	211	0.778	0.031	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	6	PM10	218	0.778	0.031	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	6	PM10	273	0.778	0.031	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	6	PM10	532	0.792	0.131	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	6	PM10	486	0.792	0.131	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	6	PM10	522	0.792	0.131	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	6	PM10	454	0.792	0.131	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	6	PM10	772	0.792	0.131	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	6	PM10	403	0.792	0.131	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	6	PM10	366	0.792	0.131	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	6	PM10	545	0.571	0.021	1711	90	48	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	6	PM10	559	0.571	0.021	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	6	PM10	567	0.571	0.021	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	6	PM10	570	0.571	0.026	1576	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	6	PM10	576	0.571	0.026	1663	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	6	PM10	558	0.571	0.026	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	6	PM10	558	0.571	0.025	1717	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	6	PM10	614	0.571	0.026	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	6	PM10	623	0.571	0.025	1748	90	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	6	PM10	656	0.571	0.025	1715	90	46	2	4	1	5
9A NB CANAL	2010	Midtown	6	PM10	1127	0.777	0.020	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	6	PM10	962	0.777	0.020	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	6	PM10	1023	0.777	0.020	1806	90	39	2	5	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A NB WATTS	2010	Midtown	6	PM10	1136	0.777	0.020	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	6	PM10	846	0.571	0.020	1769	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	6	PM10	856	0.571	0.020	1611	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	6	PM10	855	0.571	0.020	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	6	PM10	851	0.569	0.007	1617	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	6	PM10	911	0.569	0.007	1704	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	6	PM10	924	0.569	0.007	1611	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	6	PM10	928	0.569	0.007	1597	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	6	PM10	691	0.776	0.016	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	6	PM10	654	0.776	0.016	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	6	PM10	462	0.776	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	6	PM10	462	0.776	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	6	PM10	113	0.579	0.084	1518	90	77	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	6	PM10	82	0.569	0.002	1728	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	6	PM10	57	0.569	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	6	PM10	744	0.571	0.020	1801	90	48	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	6	PM10	881	0.569	0.007	1818	90	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	6	PM10	1098	0.569	0.007	1766	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	6	PM10	15	0.777	0.028	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	6	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	6	PM10	578	0.781	0.072	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	6	PM10	801	0.782	0.111	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	6	PM10	123	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	6	PM10	27	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	6	PM10	4	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	6	PM10	46	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	6	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	6	PM10	1	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	6	PM10	54	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	6	PM10	154	0.782	0.111	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	7	PM10	1235	0.782	0.057	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	7	PM10	1367	0.782	0.058	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	7	PM10	1503	0.782	0.057	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	7	PM10	1428	0.782	0.058	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	7	PM10	1422	0.782	0.057	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	7	PM10	1331	0.776	0.018	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	7	PM10	1370	0.776	0.018	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	7	PM10	1576	0.776	0.018	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	7	PM10	1592	0.776	0.018	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	7	PM10	1529	0.776	0.018	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	7	PM10	1806	0.776	0.018	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	7	PM10	2284	0.776	0.018	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	7	PM10	2361	0.776	0.018	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	7	PM10	2255	0.776	0.018	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	7	PM10	2239	0.776	0.018	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	7	PM10	98	0.780	0.046	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	7	PM10	136	0.780	0.049	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	7	PM10	118	0.780	0.049	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	7	PM10	145	0.780	0.049	1513	90	27	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 39 ST	2010	Midtown	7	PM10	113	0.780	0.049	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	7	PM10	142	0.780	0.049	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	7	PM10	58	0.776	0.021	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	7	PM10	137	0.776	0.021	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	7	PM10	611	0.778	0.041	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	7	PM10	531	0.778	0.041	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	7	PM10	586	0.776	0.026	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	7	PM10	463	0.778	0.041	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	7	PM10	572	0.776	0.026	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	7	PM10	496	0.776	0.026	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	7	PM10	657	0.776	0.026	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	7	PM10	504	0.776	0.026	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	7	PM10	891	0.776	0.038	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	7	PM10	832	0.776	0.038	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	7	PM10	701	0.776	0.038	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	7	PM10	646	0.776	0.038	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	7	PM10	649	0.776	0.038	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	7	PM10	594	0.776	0.038	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	7	PM10	250	0.776	0.023	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	7	PM10	351	0.778	0.026	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	7	PM10	522	0.776	0.064	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	7	PM10	522	0.776	0.064	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	7	PM10	552	0.776	0.064	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	7	PM10	396	0.776	0.023	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	7	PM10	422	0.776	0.023	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	7	PM10	216	0.776	0.023	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	7	PM10	347	0.778	0.025	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	7	PM10	578	0.776	0.064	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	7	PM10	480	0.782	0.070	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	7	PM10	650	0.779	0.064	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	7	PM10	423	0.777	0.083	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	7	PM10	572	0.777	0.083	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	7	PM10	558	0.777	0.083	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	7	PM10	553	0.782	0.070	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	7	PM10	510	0.782	0.070	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	7	PM10	470	0.782	0.070	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	7	PM10	759	0.779	0.064	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	7	PM10	652	0.779	0.064	1737	150	85	3	3	1	3
39 EB @ 11 AV	2010	Midtown	7	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	7	PM10	182	0.776	0.027	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	7	PM10	173	0.776	0.027	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	7	PM10	351	0.776	0.027	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	7	PM10	264	0.776	0.027	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	7	PM10	226	0.777	0.073	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	7	PM10	327	0.776	0.023	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	7	PM10	509	0.777	0.072	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	7	PM10	440	0.777	0.073	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	7	PM10	164	0.777	0.075	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	7	PM10	902	0.776	0.034	953	90	57	2	2	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 WB @ 11 AV	2010	Midtown	7	PM10	509	0.776	0.034	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	7	PM10	460	0.777	0.069	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	7	PM10	466	0.777	0.069	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	7	PM10	466	0.778	0.030	1270	150	74	3	4	1	3
6 AV @ 31 ST	2010	Midtown	7	PM10	1656	0.777	0.024	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	7	PM10	1665	0.777	0.024	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	7	PM10	1730	0.777	0.024	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	7	PM10	1555	0.777	0.024	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	7	PM10	1567	0.777	0.024	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	7	PM10	1649	0.777	0.024	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	7	PM10	1607	0.777	0.024	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	7	PM10	1630	0.777	0.024	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	7	PM10	1507	0.783	0.064	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	7	PM10	1402	0.783	0.064	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	7	PM10	1432	0.783	0.064	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	7	PM10	2065	0.783	0.064	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	7	PM10	2099	0.783	0.064	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	7	PM10	2352	0.783	0.064	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	7	PM10	2012	0.783	0.064	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	7	PM10	345	0.778	0.031	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	7	PM10	376	0.778	0.031	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	7	PM10	380	0.778	0.031	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	7	PM10	380	0.778	0.031	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	7	PM10	390	0.778	0.031	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	7	PM10	403	0.778	0.031	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	7	PM10	505	0.778	0.031	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	7	PM10	1212	0.792	0.131	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	7	PM10	1104	0.792	0.131	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	7	PM10	1188	0.792	0.131	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	7	PM10	647	0.792	0.131	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	7	PM10	1102	0.792	0.131	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	7	PM10	574	0.792	0.131	1354	120	95	3	3	1	3
CANAL WB WATTS	2010	Midtown	7	PM10	522	0.792	0.131	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	7	PM10	1240	0.571	0.021	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	7	PM10	1271	0.571	0.021	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	7	PM10	1290	0.571	0.021	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	7	PM10	1297	0.571	0.026	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	7	PM10	1386	0.571	0.026	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	7	PM10	1344	0.571	0.026	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	7	PM10	1343	0.571	0.025	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	7	PM10	1477	0.571	0.026	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	7	PM10	1498	0.571	0.025	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	7	PM10	1462	0.571	0.025	1713	150	59	2	4	1	5
9A NB CANAL	2010	Midtown	7	PM10	2485	0.777	0.020	1687	120	25	2	5	1	3
9A NB CANAL	2010	Midtown	7	PM10	2123	0.777	0.020	1766	120	25	2	4	1	3
9A NB HOUSTON	2010	Midtown	7	PM10	2257	0.777	0.020	1806	150	29	2	5	1	3
9A NB WATTS	2010	Midtown	7	PM10	2505	0.777	0.020	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	7	PM10	2199	0.571	0.020	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	7	PM10	2224	0.571	0.020	1655	150	41	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SB @ 37 ST	2010	Midtown	7	PM10	2221	0.571	0.020	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	7	PM10	2212	0.569	0.007	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	7	PM10	2560	0.569	0.007	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	7	PM10	2597	0.569	0.007	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	7	PM10	2609	0.569	0.007	1572	150	48	2	5	1	3
9A SB CANAL	2010	Midtown	7	PM10	2050	0.776	0.016	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	7	PM10	1938	0.776	0.016	1722	120	25	2	5	1	3
9A SB VESTRY	2010	Midtown	7	PM10	1371	0.776	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	7	PM10	1371	0.776	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	7	PM10	294	0.579	0.084	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	7	PM10	227	0.569	0.002	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	7	PM10	132	0.569	0.007	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	7	PM10	1933	0.571	0.020	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	7	PM10	2476	0.569	0.007	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	7	PM10	2535	0.569	0.007	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	7	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	7	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	7	PM10	1661	0.781	0.072	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	7	PM10	3078	0.782	0.111	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	7	PM10	302	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	7	PM10	87	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	7	PM10	10	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	7	PM10	177	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	7	PM10	507	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	7	PM10	73	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	7	PM10	293	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	7	PM10	1124	0.782	0.111	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	8	PM10	1657	0.782	0.057	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	8	PM10	1854	0.783	0.058	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	8	PM10	2034	0.782	0.057	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	8	PM10	1926	0.783	0.058	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	8	PM10	1916	0.782	0.057	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	8	PM10	1785	0.776	0.018	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	8	PM10	1841	0.776	0.018	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	8	PM10	1919	0.776	0.018	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	8	PM10	1937	0.776	0.018	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	8	PM10	1854	0.776	0.018	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	8	PM10	2198	0.776	0.018	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	8	PM10	2767	0.776	0.018	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	8	PM10	2581	0.776	0.018	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	8	PM10	2466	0.776	0.018	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	8	PM10	2449	0.776	0.018	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	8	PM10	186	0.781	0.046	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	8	PM10	261	0.780	0.049	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	8	PM10	226	0.779	0.048	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	8	PM10	280	0.779	0.048	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	8	PM10	214	0.780	0.049	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	8	PM10	270	0.780	0.049	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	8	PM10	99	0.776	0.021	1343	90	27	2	3	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 46 ST	2010	Midtown	8	PM10	228	0.776	0.021	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	8	PM10	947	0.778	0.040	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	8	PM10	826	0.778	0.040	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	8	PM10	925	0.776	0.026	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	8	PM10	733	0.778	0.039	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	8	PM10	899	0.776	0.026	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	8	PM10	780	0.776	0.026	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	8	PM10	1024	0.776	0.026	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	8	PM10	794	0.776	0.026	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	8	PM10	1375	0.776	0.037	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	8	PM10	1281	0.776	0.038	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	8	PM10	1195	0.776	0.038	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	8	PM10	1103	0.776	0.038	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	8	PM10	1109	0.776	0.038	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	8	PM10	1020	0.776	0.038	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	8	PM10	436	0.776	0.023	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	8	PM10	603	0.778	0.027	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	8	PM10	669	0.776	0.064	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	8	PM10	669	0.776	0.064	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	8	PM10	706	0.776	0.064	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	8	PM10	683	0.776	0.023	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	8	PM10	733	0.776	0.023	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	8	PM10	382	0.776	0.023	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	8	PM10	594	0.778	0.025	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	8	PM10	739	0.776	0.064	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	8	PM10	550	0.782	0.070	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	8	PM10	745	0.779	0.064	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	8	PM10	498	0.778	0.083	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	8	PM10	668	0.777	0.083	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	8	PM10	653	0.777	0.083	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	8	PM10	637	0.782	0.071	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	8	PM10	585	0.782	0.071	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	8	PM10	539	0.782	0.070	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	8	PM10	854	0.779	0.064	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	8	PM10	758	0.779	0.064	1737	150	85	3	3	1	3
39 EB @ 11 AV	2010	Midtown	8	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	8	PM10	338	0.776	0.027	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	8	PM10	320	0.776	0.027	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	8	PM10	533	0.776	0.027	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	8	PM10	393	0.776	0.027	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	8	PM10	282	0.777	0.071	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	8	PM10	400	0.776	0.023	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	8	PM10	602	0.777	0.071	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	8	PM10	534	0.777	0.071	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	8	PM10	214	0.777	0.071	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	8	PM10	1094	0.776	0.034	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	8	PM10	627	0.776	0.034	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	8	PM10	567	0.777	0.067	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	8	PM10	574	0.777	0.068	1276	90	51	2	2	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 WB @ 12 AV	2010	Midtown	8	PM10	574	0.778	0.030	1270	150	74	3	4	1	3
6 AV @ 31 ST	2010	Midtown	8	PM10	2284	0.777	0.024	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	8	PM10	2300	0.777	0.024	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	8	PM10	2390	0.777	0.024	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	8	PM10	2138	0.777	0.024	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	8	PM10	2155	0.777	0.024	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	8	PM10	2268	0.777	0.024	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	8	PM10	2210	0.777	0.024	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	8	PM10	2241	0.777	0.024	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	8	PM10	2032	0.783	0.064	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	8	PM10	1900	0.783	0.064	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	8	PM10	1928	0.783	0.064	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	8	PM10	2161	0.783	0.064	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	8	PM10	2204	0.783	0.065	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	8	PM10	2478	0.783	0.065	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	8	PM10	2121	0.783	0.065	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	8	PM10	643	0.778	0.031	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	8	PM10	701	0.778	0.031	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	8	PM10	709	0.778	0.031	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	8	PM10	709	0.778	0.031	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	8	PM10	728	0.778	0.031	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	8	PM10	753	0.778	0.031	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	8	PM10	943	0.778	0.031	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	8	PM10	1632	0.792	0.131	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	8	PM10	1487	0.792	0.131	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	8	PM10	1600	0.792	0.131	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	8	PM10	620	0.792	0.131	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	8	PM10	1052	0.792	0.131	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	8	PM10	551	0.792	0.131	1354	120	95	3	3	1	3
CANAL WB WATTS	2010	Midtown	8	PM10	501	0.792	0.131	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	8	PM10	1970	0.571	0.021	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	8	PM10	2027	0.571	0.021	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	8	PM10	2056	0.571	0.021	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	8	PM10	2067	0.571	0.026	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	8	PM10	2157	0.571	0.026	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	8	PM10	2091	0.571	0.026	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	8	PM10	2090	0.571	0.025	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	8	PM10	2299	0.571	0.025	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	8	PM10	2324	0.571	0.025	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	8	PM10	2264	0.571	0.025	1713	150	59	2	4	1	5
9A NB CANAL	2010	Midtown	8	PM10	3566	0.777	0.020	1687	120	25	2	5	1	3
9A NB CANAL	2010	Midtown	8	PM10	3052	0.777	0.020	1766	120	25	2	4	1	3
9A NB HOUSTON	2010	Midtown	8	PM10	3246	0.777	0.020	1806	150	29	2	5	1	3
9A NB WATTS	2010	Midtown	8	PM10	3597	0.777	0.020	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	8	PM10	3053	0.571	0.020	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	8	PM10	3082	0.571	0.020	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	8	PM10	3078	0.571	0.020	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	8	PM10	3064	0.569	0.007	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	8	PM10	3102	0.569	0.007	1621	150	49	2	5	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SB @ 41 ST	2010	Midtown	8	PM10	3135	0.569	0.007	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	8	PM10	3146	0.569	0.007	1572	150	48	2	5	1	3
9A SB CANAL	2010	Midtown	8	PM10	2759	0.776	0.016	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	8	PM10	2612	0.776	0.016	1722	120	25	2	5	1	3
9A SB VESTRY	2010	Midtown	8	PM10	1847	0.776	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	8	PM10	1847	0.776	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	8	PM10	406	0.579	0.084	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	8	PM10	272	0.569	0.002	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	8	PM10	172	0.569	0.007	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	8	PM10	2681	0.571	0.020	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	8	PM10	2981	0.569	0.007	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	8	PM10	3291	0.569	0.007	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	8	PM10	1	0.776	0.027	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	8	PM10	231	0.781	0.072	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	8	PM10	1391	0.781	0.072	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	8	PM10	3353	0.782	0.111	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	8	PM10	205	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	8	PM10	21	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	8	PM10	15	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	8	PM10	207	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	8	PM10	840	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	8	PM10	263	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	8	PM10	748	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	8	PM10	982	0.782	0.111	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	9	PM10	2000	0.782	0.057	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	9	PM10	2284	0.782	0.057	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	9	PM10	2498	0.782	0.057	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	9	PM10	2357	0.782	0.057	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	9	PM10	2365	0.782	0.056	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	9	PM10	2189	0.776	0.018	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	9	PM10	2234	0.776	0.018	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	9	PM10	1984	0.776	0.018	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	9	PM10	1980	0.776	0.018	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	9	PM10	1836	0.776	0.018	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	9	PM10	2201	0.776	0.018	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	9	PM10	2730	0.776	0.018	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	9	PM10	2792	0.776	0.018	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	9	PM10	2672	0.776	0.018	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	9	PM10	2654	0.776	0.018	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	9	PM10	332	0.780	0.046	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	9	PM10	478	0.779	0.047	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	9	PM10	416	0.779	0.047	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	9	PM10	540	0.779	0.046	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	9	PM10	375	0.780	0.049	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	9	PM10	484	0.780	0.049	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	9	PM10	113	0.776	0.020	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	9	PM10	241	0.776	0.020	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	9	PM10	1420	0.778	0.038	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	9	PM10	1242	0.778	0.038	1358	90	30	2	4	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 34 ST	2010	Midtown	9	PM10	1460	0.776	0.023	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	9	PM10	1172	0.778	0.035	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	9	PM10	1420	0.776	0.023	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	9	PM10	1249	0.776	0.022	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	9	PM10	1607	0.776	0.023	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	9	PM10	1286	0.776	0.023	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	9	PM10	2073	0.776	0.035	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	9	PM10	1910	0.776	0.035	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	9	PM10	1697	0.776	0.035	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	9	PM10	1568	0.776	0.036	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	9	PM10	1583	0.776	0.036	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	9	PM10	1481	0.776	0.035	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	9	PM10	591	0.777	0.023	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	9	PM10	768	0.778	0.028	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	9	PM10	789	0.776	0.062	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	9	PM10	789	0.776	0.062	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	9	PM10	848	0.776	0.063	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	9	PM10	887	0.776	0.023	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	9	PM10	965	0.776	0.023	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	9	PM10	536	0.776	0.023	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	9	PM10	753	0.778	0.025	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	9	PM10	867	0.776	0.063	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	9	PM10	578	0.782	0.069	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	9	PM10	757	0.779	0.064	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	9	PM10	562	0.778	0.082	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	9	PM10	728	0.778	0.082	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	9	PM10	713	0.778	0.082	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	9	PM10	682	0.782	0.071	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	9	PM10	607	0.782	0.071	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	9	PM10	554	0.782	0.071	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	9	PM10	814	0.779	0.065	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	9	PM10	821	0.779	0.061	1737	150	85	3	3	1	3
39 EB @ 11 AV	2010	Midtown	9	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	9	PM10	451	0.776	0.024	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	9	PM10	431	0.776	0.025	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	9	PM10	661	0.776	0.026	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	9	PM10	489	0.776	0.025	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	9	PM10	459	0.777	0.066	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	9	PM10	588	0.776	0.022	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	9	PM10	788	0.777	0.069	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	9	PM10	775	0.777	0.067	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	9	PM10	384	0.777	0.062	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	9	PM10	1173	0.776	0.033	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	9	PM10	718	0.776	0.032	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	9	PM10	655	0.777	0.063	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	9	PM10	655	0.777	0.063	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	9	PM10	640	0.778	0.029	1270	150	74	3	4	1	3
6 AV @ 31 ST	2010	Midtown	9	PM10	2135	0.777	0.024	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	9	PM10	2163	0.777	0.024	1287	90	44	2	4	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
6 AV @ 33 ST	2010	Midtown	9	PM10	2246	0.777	0.024	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	9	PM10	1976	0.777	0.024	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	9	PM10	1992	0.777	0.024	1414	90	35	2	4	1	4
6 AV @ 36 ST	2010	Midtown	9	PM10	2098	0.777	0.024	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	9	PM10	2047	0.777	0.024	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	9	PM10	2072	0.777	0.024	1282	90	35	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	9	PM10	2062	0.782	0.063	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	9	PM10	1956	0.782	0.063	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	9	PM10	1956	0.783	0.064	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	9	PM10	1825	0.783	0.064	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	9	PM10	1899	0.783	0.064	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	9	PM10	2036	0.783	0.064	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	9	PM10	1672	0.783	0.064	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	9	PM10	758	0.778	0.031	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	9	PM10	825	0.778	0.031	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	9	PM10	834	0.778	0.031	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	9	PM10	834	0.778	0.031	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	9	PM10	862	0.778	0.031	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	9	PM10	891	0.778	0.031	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	9	PM10	1125	0.778	0.031	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	9	PM10	1634	0.792	0.131	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	9	PM10	1490	0.792	0.131	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	9	PM10	1603	0.792	0.131	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	9	PM10	687	0.792	0.130	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	9	PM10	1140	0.792	0.131	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	9	PM10	615	0.792	0.130	1354	120	95	3	3	1	3
CANAL WB WATTS	2010	Midtown	9	PM10	563	0.792	0.130	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	9	PM10	2484	0.571	0.021	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	9	PM10	2571	0.571	0.022	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	9	PM10	2607	0.571	0.022	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	9	PM10	2620	0.571	0.026	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	9	PM10	2564	0.571	0.026	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	9	PM10	2479	0.571	0.026	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	9	PM10	2465	0.571	0.026	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	9	PM10	2688	0.571	0.025	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	9	PM10	2706	0.571	0.025	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	9	PM10	2566	0.571	0.025	1713	150	59	2	4	1	5
9A NB CANAL	2010	Midtown	9	PM10	3834	0.777	0.020	1687	120	25	2	5	1	3
9A NB CANAL	2010	Midtown	9	PM10	3312	0.777	0.020	1766	120	25	2	4	1	3
9A NB HOUSTON	2010	Midtown	9	PM10	3544	0.777	0.020	1806	150	29	2	5	1	3
9A NB WATTS	2010	Midtown	9	PM10	3865	0.777	0.020	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	9	PM10	3132	0.571	0.020	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	9	PM10	3146	0.571	0.020	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	9	PM10	3142	0.571	0.020	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	9	PM10	3111	0.569	0.007	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	9	PM10	3267	0.569	0.007	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	9	PM10	3263	0.569	0.007	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	9	PM10	3278	0.569	0.007	1572	150	48	2	5	1	3
9A SB CANAL	2010	Midtown	9	PM10	3283	0.776	0.016	1717	120	1	2	5	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A SB CANAL	2010	Midtown	9	PM10	3117	0.776	0.016	1722	120	25	2	5	1	3
9A SB VESTRY	2010	Midtown	9	PM10	2200	0.776	0.015	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	9	PM10	2200	0.776	0.015	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	9	PM10	414	0.579	0.084	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	9	PM10	292	0.569	0.002	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	9	PM10	193	0.569	0.007	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	9	PM10	2737	0.571	0.020	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	9	PM10	3076	0.569	0.007	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	9	PM10	3278	0.569	0.007	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	9	PM10	2	0.776	0.027	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	9	PM10	512	0.781	0.072	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	9	PM10	904	0.781	0.071	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	9	PM10	3113	0.782	0.111	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	9	PM10	168	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	9	PM10	10	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	9	PM10	5	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	9	PM10	223	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	9	PM10	769	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	9	PM10	409	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	9	PM10	960	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	9	PM10	735	0.782	0.112	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	10	PM10	2176	0.782	0.057	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	10	PM10	2461	0.783	0.058	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	10	PM10	2688	0.782	0.057	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	10	PM10	2546	0.783	0.057	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	10	PM10	2540	0.782	0.057	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	10	PM10	2362	0.776	0.018	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	10	PM10	2415	0.776	0.018	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	10	PM10	2128	0.776	0.018	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	10	PM10	2126	0.776	0.018	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	10	PM10	1985	0.776	0.018	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	10	PM10	2378	0.776	0.018	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	10	PM10	2950	0.776	0.018	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	10	PM10	2872	0.776	0.018	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	10	PM10	2749	0.776	0.018	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	10	PM10	2730	0.776	0.018	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	10	PM10	329	0.781	0.046	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	10	PM10	480	0.779	0.047	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	10	PM10	416	0.779	0.047	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	10	PM10	537	0.779	0.046	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	10	PM10	372	0.780	0.049	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	10	PM10	478	0.780	0.049	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	10	PM10	129	0.776	0.020	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	10	PM10	281	0.776	0.020	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	10	PM10	1634	0.778	0.039	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	10	PM10	1427	0.778	0.038	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	10	PM10	1669	0.776	0.023	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	10	PM10	1330	0.778	0.036	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	10	PM10	1614	0.776	0.023	1232	90	27	2	5	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 37 ST	2010	Midtown	10	PM10	1421	0.776	0.023	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	10	PM10	1831	0.776	0.023	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	10	PM10	1458	0.776	0.023	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	10	PM10	2378	0.776	0.035	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	10	PM10	2190	0.776	0.036	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	10	PM10	1688	0.776	0.035	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	10	PM10	1559	0.776	0.035	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	10	PM10	1571	0.776	0.036	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	10	PM10	1467	0.776	0.035	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	10	PM10	629	0.777	0.024	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	10	PM10	818	0.778	0.029	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	10	PM10	946	0.776	0.062	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	10	PM10	946	0.776	0.062	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	10	PM10	1015	0.776	0.063	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	10	PM10	942	0.776	0.023	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	10	PM10	1019	0.776	0.023	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	10	PM10	564	0.777	0.024	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	10	PM10	798	0.778	0.025	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	10	PM10	1041	0.776	0.063	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	10	PM10	674	0.782	0.070	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	10	PM10	886	0.779	0.065	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	10	PM10	559	0.778	0.083	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	10	PM10	725	0.778	0.083	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	10	PM10	711	0.778	0.083	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	10	PM10	794	0.782	0.073	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	10	PM10	712	0.782	0.073	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	10	PM10	649	0.782	0.072	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	10	PM10	970	0.779	0.065	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	10	PM10	955	0.779	0.062	1737	150	85	3	3	1	3
39 EB @ 11 AV	2010	Midtown	10	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	10	PM10	725	0.776	0.025	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	10	PM10	691	0.776	0.025	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	10	PM10	702	0.776	0.026	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	10	PM10	523	0.776	0.025	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	10	PM10	443	0.777	0.065	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	10	PM10	577	0.776	0.022	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	10	PM10	775	0.777	0.069	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	10	PM10	756	0.777	0.067	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	10	PM10	372	0.777	0.062	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	10	PM10	1363	0.776	0.033	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	10	PM10	824	0.776	0.032	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	10	PM10	751	0.777	0.063	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	10	PM10	752	0.777	0.063	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	10	PM10	735	0.778	0.029	1270	150	74	3	4	1	3
6 AV @ 31 ST	2010	Midtown	10	PM10	1964	0.777	0.024	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	10	PM10	1987	0.777	0.024	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	10	PM10	2064	0.777	0.024	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	10	PM10	1822	0.777	0.024	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	10	PM10	1836	0.777	0.024	1414	90	35	2	4	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
6 AV @ 36 ST	2010	Midtown	10	PM10	1934	0.777	0.024	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	10	PM10	1887	0.777	0.024	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	10	PM10	1910	0.777	0.024	1282	90	35	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	10	PM10	2018	0.782	0.063	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	10	PM10	1905	0.783	0.063	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	10	PM10	1919	0.783	0.064	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	10	PM10	1102	0.783	0.064	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	10	PM10	1129	0.783	0.066	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	10	PM10	1469	0.783	0.065	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	10	PM10	1288	0.783	0.066	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	10	PM10	690	0.778	0.031	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	10	PM10	751	0.778	0.031	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	10	PM10	760	0.778	0.031	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	10	PM10	760	0.778	0.031	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	10	PM10	786	0.778	0.031	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	10	PM10	812	0.778	0.031	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	10	PM10	1024	0.778	0.031	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	10	PM10	1552	0.792	0.131	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	10	PM10	1412	0.792	0.131	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	10	PM10	1522	0.792	0.131	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	10	PM10	684	0.792	0.131	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	10	PM10	1137	0.792	0.131	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	10	PM10	612	0.792	0.131	1354	120	95	3	3	1	3
CANAL WB WATTS	2010	Midtown	10	PM10	560	0.792	0.131	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	10	PM10	2360	0.571	0.021	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	10	PM10	2442	0.571	0.022	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	10	PM10	2476	0.571	0.022	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	10	PM10	2488	0.571	0.026	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	10	PM10	2412	0.571	0.026	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	10	PM10	2333	0.571	0.026	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	10	PM10	2318	0.571	0.026	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	10	PM10	2528	0.571	0.025	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	10	PM10	2546	0.571	0.025	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	10	PM10	2331	0.571	0.025	1713	150	59	2	4	1	5
9A NB CANAL	2010	Midtown	10	PM10	3702	0.777	0.020	1687	120	25	2	5	1	3
9A NB CANAL	2010	Midtown	10	PM10	3197	0.777	0.020	1766	120	25	2	4	1	3
9A NB HOUSTON	2010	Midtown	10	PM10	3419	0.777	0.020	1806	150	29	2	5	1	3
9A NB WATTS	2010	Midtown	10	PM10	3732	0.777	0.020	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	10	PM10	3098	0.571	0.020	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	10	PM10	3108	0.571	0.020	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	10	PM10	3104	0.571	0.020	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	10	PM10	3077	0.569	0.007	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	10	PM10	2991	0.569	0.007	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	10	PM10	2984	0.569	0.007	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	10	PM10	2997	0.569	0.007	1572	150	48	2	5	1	3
9A SB CANAL	2010	Midtown	10	PM10	2965	0.776	0.016	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	10	PM10	2818	0.776	0.016	1722	120	25	2	5	1	3
9A SB VESTRY	2010	Midtown	10	PM10	1987	0.776	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	10	PM10	1987	0.776	0.016	1837	120	38	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SBL @ 34 ST	2010	Midtown	10	PM10	409	0.579	0.084	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	10	PM10	267	0.569	0.002	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	10	PM10	186	0.569	0.007	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	10	PM10	2705	0.571	0.020	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	10	PM10	2812	0.569	0.007	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	10	PM10	3210	0.569	0.007	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	10	PM10	3	0.776	0.027	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	10	PM10	431	0.781	0.072	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	10	PM10	634	0.781	0.071	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	10	PM10	2730	0.782	0.111	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	10	PM10	166	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	10	PM10	17	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	10	PM10	9	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	10	PM10	194	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	10	PM10	484	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	10	PM10	194	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	10	PM10	643	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	10	PM10	1019	0.782	0.113	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	11	PM10	2469	0.781	0.046	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	11	PM10	2869	0.781	0.046	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	11	PM10	3202	0.781	0.045	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	11	PM10	2829	0.781	0.045	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	11	PM10	2735	0.781	0.045	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	11	PM10	2622	0.777	0.024	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	11	PM10	2764	0.777	0.024	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	11	PM10	2191	0.777	0.025	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	11	PM10	1964	0.777	0.025	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	11	PM10	1887	0.777	0.026	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	11	PM10	2167	0.777	0.025	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	11	PM10	2238	0.777	0.024	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	11	PM10	2701	0.777	0.024	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	11	PM10	2568	0.777	0.024	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	11	PM10	2616	0.777	0.024	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	11	PM10	307	0.785	0.075	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	11	PM10	461	0.779	0.030	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	11	PM10	363	0.779	0.028	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	11	PM10	461	0.779	0.028	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	11	PM10	320	0.779	0.029	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	11	PM10	438	0.779	0.030	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	11	PM10	25	0.775	0.005	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	11	PM10	229	0.776	0.009	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	11	PM10	1851	0.778	0.030	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	11	PM10	1627	0.778	0.030	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	11	PM10	2179	0.776	0.016	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	11	PM10	1759	0.778	0.027	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	11	PM10	2085	0.776	0.016	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	11	PM10	1862	0.776	0.015	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	11	PM10	2239	0.776	0.016	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	11	PM10	1800	0.776	0.015	1345	90	36	2	4	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 40 ST	2010	Midtown	11	PM10	2505	0.776	0.017	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	11	PM10	2285	0.776	0.017	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	11	PM10	1932	0.776	0.017	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	11	PM10	1798	0.776	0.017	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	11	PM10	1808	0.776	0.017	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	11	PM10	1677	0.776	0.017	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	11	PM10	729	0.776	0.018	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	11	PM10	740	0.779	0.040	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	11	PM10	907	0.776	0.032	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	11	PM10	907	0.776	0.032	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	11	PM10	951	0.776	0.032	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	11	PM10	869	0.776	0.020	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	11	PM10	1026	0.776	0.018	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	11	PM10	799	0.776	0.018	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	11	PM10	712	0.778	0.034	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	11	PM10	895	0.776	0.032	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	11	PM10	729	0.778	0.033	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	11	PM10	1009	0.777	0.030	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	11	PM10	977	0.777	0.040	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	11	PM10	1156	0.777	0.040	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	11	PM10	1133	0.777	0.040	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	11	PM10	921	0.779	0.034	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	11	PM10	924	0.779	0.034	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	11	PM10	792	0.778	0.033	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	11	PM10	1157	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	11	PM10	1200	0.777	0.029	1737	150	85	3	3	1	3
39 EB @ 11 AV	2010	Midtown	11	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	11	PM10	541	0.776	0.011	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	11	PM10	468	0.776	0.013	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	11	PM10	775	0.776	0.012	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	11	PM10	731	0.776	0.012	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	11	PM10	568	0.776	0.031	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	11	PM10	671	0.775	0.014	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	11	PM10	889	0.777	0.035	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	11	PM10	904	0.777	0.034	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	11	PM10	606	0.777	0.034	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	11	PM10	849	0.776	0.013	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	11	PM10	739	0.776	0.012	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	11	PM10	628	0.777	0.046	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	11	PM10	492	0.777	0.044	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	11	PM10	597	0.777	0.021	1270	150	74	3	4	1	3
6 AV @ 31 ST	2010	Midtown	11	PM10	2146	0.778	0.034	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	11	PM10	2271	0.778	0.034	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	11	PM10	2196	0.778	0.034	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	11	PM10	1833	0.778	0.034	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	11	PM10	1856	0.778	0.034	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	11	PM10	1976	0.778	0.034	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	11	PM10	1905	0.778	0.034	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	11	PM10	2047	0.778	0.034	1286	90	40	2	5	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9 AVE SB 30 ST	2010	Midtown	11	PM10	2438	0.783	0.058	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	11	PM10	2331	0.782	0.055	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	11	PM10	2203	0.783	0.057	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	11	PM10	1419	0.783	0.060	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	11	PM10	1420	0.784	0.064	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	11	PM10	1664	0.783	0.060	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	11	PM10	1469	0.783	0.062	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	11	PM10	848	0.778	0.030	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	11	PM10	957	0.778	0.030	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	11	PM10	992	0.778	0.030	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	11	PM10	992	0.778	0.030	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	11	PM10	939	0.778	0.030	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	11	PM10	1049	0.778	0.030	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	11	PM10	1096	0.778	0.030	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	11	PM10	1234	0.789	0.103	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	11	PM10	1152	0.789	0.102	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	11	PM10	1183	0.789	0.103	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	11	PM10	399	0.789	0.102	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	11	PM10	979	0.789	0.100	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	11	PM10	321	0.789	0.102	1354	120	95	3	3	1	3
CANAL WB WATTS	2010	Midtown	11	PM10	295	0.789	0.103	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	11	PM10	2556	0.570	0.011	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	11	PM10	2938	0.570	0.011	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	11	PM10	2974	0.570	0.011	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	11	PM10	3009	0.570	0.010	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	11	PM10	2713	0.570	0.010	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	11	PM10	2682	0.570	0.010	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	11	PM10	2587	0.570	0.010	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	11	PM10	2879	0.570	0.010	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	11	PM10	3011	0.570	0.010	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	11	PM10	2702	0.570	0.010	1713	150	59	2	4	1	5
9A NB CANAL	2010	Midtown	11	PM10	3026	0.776	0.014	1687	120	25	2	5	1	3
9A NB CANAL	2010	Midtown	11	PM10	2640	0.776	0.014	1766	120	25	2	4	1	3
9A NB HOUSTON	2010	Midtown	11	PM10	2630	0.776	0.014	1806	150	29	2	5	1	3
9A NB WATTS	2010	Midtown	11	PM10	3084	0.776	0.014	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	11	PM10	2554	0.571	0.017	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	11	PM10	2447	0.571	0.017	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	11	PM10	2436	0.571	0.017	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	11	PM10	2432	0.570	0.007	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	11	PM10	2558	0.570	0.007	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	11	PM10	2552	0.570	0.007	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	11	PM10	2797	0.570	0.007	1572	150	48	2	5	1	3
9A SB CANAL	2010	Midtown	11	PM10	2647	0.777	0.019	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	11	PM10	2432	0.777	0.019	1722	120	25	2	5	1	3
9A SB VESTRY	2010	Midtown	11	PM10	1865	0.777	0.018	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	11	PM10	1865	0.777	0.018	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	11	PM10	362	0.577	0.065	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	11	PM10	414	0.570	0.007	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	11	PM10	252	0.570	0.007	1652	150	107	3	1	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SBT @ 34 ST	2010	Midtown	11	PM10	2096	0.571	0.017	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	11	PM10	2438	0.570	0.007	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	11	PM10	2835	0.570	0.007	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	11	PM10	3	0.776	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	11	PM10	734	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	11	PM10	1215	0.781	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	11	PM10	3800	0.785	0.097	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	11	PM10	142	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	11	PM10	4	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	11	PM10	60	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	11	PM10	472	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	11	PM10	24	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	11	PM10	120	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	11	PM10	251	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	11	PM10	1595	0.785	0.097	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	12	PM10	2324	0.781	0.047	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	12	PM10	2731	0.781	0.047	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	12	PM10	3050	0.781	0.045	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	12	PM10	2686	0.781	0.045	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	12	PM10	2612	0.781	0.045	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	12	PM10	2492	0.777	0.024	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	12	PM10	2624	0.777	0.024	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	12	PM10	2137	0.777	0.025	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	12	PM10	1919	0.777	0.025	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	12	PM10	1846	0.777	0.026	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	12	PM10	2104	0.777	0.025	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	12	PM10	2196	0.777	0.024	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	12	PM10	2767	0.777	0.024	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	12	PM10	2631	0.777	0.024	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	12	PM10	2681	0.777	0.024	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	12	PM10	338	0.785	0.074	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	12	PM10	488	0.779	0.030	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	12	PM10	385	0.779	0.029	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	12	PM10	485	0.779	0.029	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	12	PM10	355	0.779	0.029	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	12	PM10	479	0.779	0.030	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	12	PM10	13	0.776	0.007	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	12	PM10	135	0.776	0.009	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	12	PM10	1685	0.778	0.031	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	12	PM10	1484	0.778	0.031	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	12	PM10	1953	0.776	0.017	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	12	PM10	1573	0.778	0.029	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	12	PM10	1874	0.776	0.017	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	12	PM10	1660	0.776	0.016	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	12	PM10	2016	0.776	0.016	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	12	PM10	1611	0.776	0.016	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	12	PM10	2269	0.776	0.017	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	12	PM10	2084	0.776	0.018	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	12	PM10	1849	0.776	0.018	1480	90	50	2	5	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 43 ST	2010	Midtown	12	PM10	1724	0.776	0.018	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	12	PM10	1740	0.776	0.018	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	12	PM10	1611	0.776	0.018	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	12	PM10	667	0.776	0.018	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	12	PM10	690	0.779	0.040	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	12	PM10	842	0.776	0.032	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	12	PM10	842	0.776	0.032	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	12	PM10	877	0.776	0.032	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	12	PM10	801	0.776	0.020	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	12	PM10	945	0.776	0.019	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	12	PM10	733	0.776	0.019	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	12	PM10	664	0.778	0.034	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	12	PM10	831	0.776	0.032	1187	90	45	2	2	1	3
34 WB @ 10 AV	2010	Midtown	12	PM10	638	0.778	0.033	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	12	PM10	887	0.778	0.031	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	12	PM10	925	0.777	0.040	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	12	PM10	1096	0.777	0.040	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	12	PM10	1073	0.777	0.040	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	12	PM10	820	0.779	0.034	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	12	PM10	822	0.779	0.034	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	12	PM10	699	0.778	0.033	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	12	PM10	1037	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	12	PM10	1017	0.777	0.030	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	12	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	12	PM10	549	0.776	0.012	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	12	PM10	464	0.776	0.013	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	12	PM10	703	0.776	0.012	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	12	PM10	663	0.776	0.012	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	12	PM10	536	0.776	0.033	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	12	PM10	627	0.775	0.015	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	12	PM10	863	0.777	0.035	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	12	PM10	860	0.777	0.035	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	12	PM10	564	0.777	0.036	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	12	PM10	753	0.776	0.013	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	12	PM10	635	0.776	0.013	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	12	PM10	546	0.777	0.049	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	12	PM10	420	0.777	0.047	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	12	PM10	519	0.777	0.022	1358	120	50	3	4	1	3
6 AV @ 31 ST	2010	Midtown	12	PM10	2051	0.778	0.035	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	12	PM10	2175	0.778	0.035	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	12	PM10	2103	0.778	0.035	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	12	PM10	1748	0.778	0.034	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	12	PM10	1770	0.778	0.034	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	12	PM10	1884	0.778	0.035	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	12	PM10	1816	0.778	0.034	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	12	PM10	1951	0.778	0.035	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	12	PM10	2375	0.783	0.059	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	12	PM10	2273	0.782	0.056	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	12	PM10	2130	0.783	0.057	1386	90	35	2	5	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9 AVE SB 34 ST	2010	Midtown	12	PM10	1343	0.783	0.061	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	12	PM10	1334	0.784	0.065	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	12	PM10	1567	0.783	0.061	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	12	PM10	1386	0.784	0.063	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	12	PM10	976	0.778	0.029	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	12	PM10	1102	0.778	0.029	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	12	PM10	1144	0.778	0.029	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	12	PM10	1144	0.778	0.029	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	12	PM10	1082	0.778	0.030	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	12	PM10	1208	0.778	0.030	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	12	PM10	1262	0.778	0.029	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	12	PM10	1228	0.789	0.103	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	12	PM10	1145	0.789	0.103	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	12	PM10	1176	0.789	0.103	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	12	PM10	412	0.789	0.102	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	12	PM10	1023	0.789	0.100	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	12	PM10	330	0.789	0.102	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	12	PM10	302	0.789	0.102	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	12	PM10	2258	0.570	0.012	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	12	PM10	2569	0.570	0.011	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	12	PM10	2600	0.570	0.011	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	12	PM10	2633	0.570	0.010	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	12	PM10	2760	0.570	0.010	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	12	PM10	2725	0.570	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	12	PM10	2681	0.570	0.010	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	12	PM10	2970	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	12	PM10	3117	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	12	PM10	2751	0.570	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	12	PM10	3163	0.776	0.014	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	12	PM10	2757	0.776	0.014	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	12	PM10	2739	0.776	0.014	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	12	PM10	3225	0.776	0.014	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	12	PM10	2201	0.571	0.017	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	12	PM10	2115	0.571	0.017	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	12	PM10	2106	0.571	0.017	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	12	PM10	2101	0.570	0.007	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	12	PM10	2340	0.570	0.007	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	12	PM10	2348	0.570	0.007	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	12	PM10	2572	0.570	0.007	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	12	PM10	2625	0.777	0.019	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	12	PM10	2408	0.777	0.019	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	12	PM10	1851	0.777	0.018	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	12	PM10	1851	0.777	0.018	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	12	PM10	314	0.577	0.065	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	12	PM10	384	0.570	0.006	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	12	PM10	213	0.570	0.007	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	12	PM10	1811	0.571	0.017	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	12	PM10	2249	0.570	0.007	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	12	PM10	2399	0.570	0.007	1766	120	35	2	4	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	12	PM10	2	0.776	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	12	PM10	917	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	12	PM10	1526	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	12	PM10	4266	0.785	0.097	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	12	PM10	108	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	12	PM10	2	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	12	PM10	113	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	12	PM10	580	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	12	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	12	PM10	28	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	12	PM10	161	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	12	PM10	1657	0.785	0.097	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	13	PM10	2085	0.781	0.046	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	13	PM10	2532	0.781	0.046	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	13	PM10	2819	0.781	0.045	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	13	PM10	2465	0.781	0.045	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	13	PM10	2390	0.781	0.045	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	13	PM10	2244	0.777	0.024	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	13	PM10	2369	0.777	0.024	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	13	PM10	2222	0.777	0.024	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	13	PM10	1996	0.777	0.024	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	13	PM10	1917	0.777	0.025	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	13	PM10	2207	0.777	0.025	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	13	PM10	2285	0.777	0.024	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	13	PM10	2442	0.777	0.024	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	13	PM10	2323	0.777	0.024	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	13	PM10	2366	0.777	0.024	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	13	PM10	341	0.785	0.073	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	13	PM10	496	0.779	0.030	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	13	PM10	395	0.779	0.028	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	13	PM10	497	0.779	0.029	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	13	PM10	359	0.779	0.029	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	13	PM10	490	0.779	0.029	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	13	PM10	22	0.775	0.005	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	13	PM10	143	0.776	0.008	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	13	PM10	1676	0.778	0.030	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	13	PM10	1478	0.778	0.030	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	13	PM10	1946	0.776	0.016	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	13	PM10	1579	0.778	0.028	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	13	PM10	1866	0.776	0.016	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	13	PM10	1649	0.776	0.016	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	13	PM10	1988	0.776	0.016	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	13	PM10	1602	0.776	0.016	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	13	PM10	2227	0.776	0.017	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	13	PM10	2038	0.776	0.017	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	13	PM10	1812	0.776	0.017	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	13	PM10	1692	0.776	0.017	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	13	PM10	1707	0.776	0.018	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	13	PM10	1584	0.776	0.017	1386	90	27	2	3	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ 10 AV	2010	Midtown	13	PM10	658	0.776	0.018	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	13	PM10	668	0.779	0.039	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	13	PM10	779	0.776	0.032	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	13	PM10	779	0.776	0.032	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	13	PM10	797	0.776	0.032	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	13	PM10	789	0.776	0.020	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	13	PM10	949	0.776	0.018	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	13	PM10	747	0.776	0.018	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	13	PM10	644	0.778	0.034	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	13	PM10	769	0.776	0.032	1187	90	45	2	2	1	3
34 WB @ 10 AV	2010	Midtown	13	PM10	685	0.778	0.033	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	13	PM10	949	0.777	0.031	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	13	PM10	779	0.777	0.041	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	13	PM10	919	0.777	0.040	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	13	PM10	902	0.777	0.040	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	13	PM10	871	0.779	0.034	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	13	PM10	874	0.778	0.034	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	13	PM10	747	0.778	0.033	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	13	PM10	1086	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	13	PM10	1094	0.777	0.030	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	13	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	13	PM10	610	0.776	0.012	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	13	PM10	517	0.776	0.013	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	13	PM10	722	0.776	0.012	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	13	PM10	673	0.776	0.012	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	13	PM10	536	0.776	0.032	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	13	PM10	621	0.775	0.014	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	13	PM10	823	0.776	0.035	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	13	PM10	837	0.777	0.034	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	13	PM10	568	0.777	0.034	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	13	PM10	846	0.776	0.013	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	13	PM10	736	0.776	0.013	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	13	PM10	623	0.777	0.048	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	13	PM10	488	0.777	0.046	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	13	PM10	603	0.777	0.022	1358	120	50	3	4	1	3
6 AV @ 31 ST	2010	Midtown	13	PM10	1996	0.778	0.034	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	13	PM10	2131	0.778	0.034	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	13	PM10	2063	0.778	0.034	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	13	PM10	1689	0.778	0.034	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	13	PM10	1710	0.778	0.034	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	13	PM10	1819	0.778	0.034	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	13	PM10	1755	0.778	0.034	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	13	PM10	1882	0.778	0.034	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	13	PM10	2357	0.783	0.058	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	13	PM10	2271	0.782	0.055	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	13	PM10	2082	0.783	0.056	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	13	PM10	1796	0.783	0.058	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	13	PM10	1776	0.783	0.061	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	13	PM10	2109	0.783	0.058	1259	90	35	2	5	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9 AVE SB 37 ST	2010	Midtown	13	PM10	1861	0.783	0.059	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	13	PM10	799	0.778	0.030	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	13	PM10	902	0.778	0.029	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	13	PM10	934	0.778	0.029	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	13	PM10	934	0.778	0.029	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	13	PM10	884	0.778	0.030	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	13	PM10	987	0.778	0.030	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	13	PM10	1032	0.778	0.030	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	13	PM10	1258	0.789	0.103	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	13	PM10	1177	0.789	0.102	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	13	PM10	1206	0.789	0.103	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	13	PM10	478	0.789	0.101	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	13	PM10	1172	0.789	0.100	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	13	PM10	385	0.789	0.102	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	13	PM10	354	0.789	0.102	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	13	PM10	2568	0.570	0.011	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	13	PM10	2924	0.570	0.011	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	13	PM10	2960	0.570	0.011	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	13	PM10	2995	0.570	0.010	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	13	PM10	2977	0.570	0.010	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	13	PM10	2941	0.570	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	13	PM10	2894	0.570	0.010	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	13	PM10	3211	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	13	PM10	3360	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	13	PM10	3117	0.570	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	13	PM10	3219	0.776	0.014	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	13	PM10	2806	0.776	0.014	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	13	PM10	2796	0.776	0.014	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	13	PM10	3281	0.776	0.014	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	13	PM10	2383	0.571	0.017	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	13	PM10	2279	0.571	0.017	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	13	PM10	2269	0.571	0.017	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	13	PM10	2264	0.570	0.007	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	13	PM10	2330	0.570	0.007	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	13	PM10	2323	0.570	0.007	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	13	PM10	2545	0.570	0.007	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	13	PM10	2663	0.777	0.018	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	13	PM10	2444	0.777	0.019	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	13	PM10	1871	0.777	0.018	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	13	PM10	1871	0.777	0.018	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	13	PM10	332	0.577	0.065	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	13	PM10	377	0.570	0.007	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	13	PM10	225	0.570	0.007	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	13	PM10	1957	0.571	0.017	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	13	PM10	2216	0.570	0.007	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	13	PM10	2545	0.570	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	13	PM10	335	0.776	0.013	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	13	PM10	685	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	13	PM10	669	0.781	0.049	0	0	0	0	0	0	0

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	13	PM10	2583	0.785	0.097	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	13	PM10	82	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	13	PM10	1	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	13	PM10	98	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	13	PM10	214	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	13	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	13	PM10	11	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	13	PM10	245	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	13	PM10	647	0.785	0.097	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	14	PM10	2230	0.781	0.046	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	14	PM10	2699	0.781	0.046	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	14	PM10	3009	0.781	0.044	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	14	PM10	2628	0.781	0.044	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	14	PM10	2559	0.781	0.044	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	14	PM10	2401	0.777	0.024	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	14	PM10	2536	0.777	0.023	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	14	PM10	2129	0.777	0.024	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	14	PM10	1914	0.777	0.024	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	14	PM10	1835	0.777	0.025	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	14	PM10	2112	0.777	0.024	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	14	PM10	2186	0.777	0.024	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	14	PM10	2686	0.777	0.023	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	14	PM10	2555	0.777	0.024	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	14	PM10	2602	0.777	0.024	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	14	PM10	302	0.785	0.073	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	14	PM10	438	0.779	0.030	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	14	PM10	349	0.779	0.028	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	14	PM10	439	0.779	0.029	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	14	PM10	317	0.779	0.029	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	14	PM10	437	0.779	0.029	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	14	PM10	22	0.775	0.005	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	14	PM10	140	0.776	0.008	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	14	PM10	1598	0.778	0.030	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	14	PM10	1407	0.778	0.030	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	14	PM10	1842	0.776	0.017	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	14	PM10	1499	0.778	0.028	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	14	PM10	1770	0.776	0.016	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	14	PM10	1563	0.776	0.016	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	14	PM10	1885	0.776	0.016	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	14	PM10	1522	0.776	0.016	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	14	PM10	2112	0.776	0.017	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	14	PM10	1938	0.776	0.017	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	14	PM10	1833	0.776	0.018	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	14	PM10	1711	0.776	0.018	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	14	PM10	1726	0.776	0.018	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	14	PM10	1602	0.776	0.018	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	14	PM10	552	0.776	0.018	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	14	PM10	558	0.779	0.040	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	14	PM10	798	0.776	0.032	1266	90	45	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ 6 AV	2010	Midtown	14	PM10	798	0.776	0.032	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	14	PM10	818	0.776	0.032	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	14	PM10	669	0.776	0.020	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	14	PM10	806	0.776	0.018	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	14	PM10	639	0.776	0.018	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	14	PM10	537	0.778	0.034	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	14	PM10	788	0.776	0.032	1187	90	45	2	2	1	3
34 WB @ 10 AV	2010	Midtown	14	PM10	673	0.778	0.033	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	14	PM10	933	0.777	0.031	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	14	PM10	914	0.777	0.040	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	14	PM10	1079	0.777	0.040	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	14	PM10	1058	0.777	0.040	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	14	PM10	856	0.778	0.034	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	14	PM10	858	0.778	0.034	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	14	PM10	733	0.778	0.033	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	14	PM10	1056	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	14	PM10	1065	0.777	0.030	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	14	PM10	5	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	14	PM10	741	0.776	0.012	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	14	PM10	618	0.776	0.013	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	14	PM10	705	0.776	0.012	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	14	PM10	657	0.776	0.012	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	14	PM10	572	0.776	0.032	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	14	PM10	662	0.775	0.015	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	14	PM10	876	0.776	0.034	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	14	PM10	888	0.776	0.034	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	14	PM10	601	0.777	0.034	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	14	PM10	829	0.776	0.013	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	14	PM10	724	0.776	0.013	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	14	PM10	611	0.777	0.048	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	14	PM10	479	0.777	0.047	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	14	PM10	597	0.777	0.022	1358	120	50	3	4	1	3
6 AV @ 31 ST	2010	Midtown	14	PM10	2128	0.778	0.034	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	14	PM10	2270	0.778	0.034	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	14	PM10	2198	0.778	0.034	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	14	PM10	1801	0.778	0.034	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	14	PM10	1824	0.778	0.034	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	14	PM10	1941	0.778	0.034	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	14	PM10	1872	0.778	0.034	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	14	PM10	2008	0.778	0.035	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	14	PM10	2546	0.783	0.057	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	14	PM10	2455	0.782	0.055	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	14	PM10	2256	0.782	0.056	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	14	PM10	2165	0.783	0.057	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	14	PM10	2130	0.783	0.059	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	14	PM10	2529	0.783	0.057	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	14	PM10	2228	0.783	0.058	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	14	PM10	867	0.778	0.029	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	14	PM10	979	0.778	0.029	1232	90	44	2	2	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
BWY @ 33 ST	2010	Midtown	14	PM10	1013	0.778	0.029	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	14	PM10	1013	0.778	0.029	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	14	PM10	959	0.778	0.030	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	14	PM10	1070	0.778	0.029	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	14	PM10	1119	0.778	0.029	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	14	PM10	1377	0.789	0.102	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	14	PM10	1289	0.789	0.101	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	14	PM10	1320	0.789	0.102	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	14	PM10	466	0.789	0.101	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	14	PM10	1128	0.789	0.100	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	14	PM10	378	0.789	0.101	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	14	PM10	348	0.789	0.101	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	14	PM10	2505	0.570	0.011	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	14	PM10	2850	0.570	0.011	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	14	PM10	2885	0.570	0.011	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	14	PM10	2919	0.570	0.010	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	14	PM10	2860	0.570	0.010	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	14	PM10	2825	0.570	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	14	PM10	2785	0.570	0.010	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	14	PM10	3085	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	14	PM10	3227	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	14	PM10	3117	0.570	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	14	PM10	3255	0.776	0.014	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	14	PM10	2837	0.776	0.014	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	14	PM10	2832	0.776	0.014	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	14	PM10	3318	0.776	0.014	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	14	PM10	2360	0.571	0.017	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	14	PM10	2256	0.571	0.017	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	14	PM10	2247	0.571	0.017	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	14	PM10	2242	0.570	0.007	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	14	PM10	2407	0.570	0.007	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	14	PM10	2404	0.570	0.007	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	14	PM10	2634	0.570	0.007	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	14	PM10	2886	0.777	0.018	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	14	PM10	2647	0.777	0.018	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	14	PM10	2026	0.777	0.018	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	14	PM10	2026	0.777	0.018	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	14	PM10	328	0.577	0.065	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	14	PM10	391	0.570	0.007	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	14	PM10	230	0.570	0.007	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	14	PM10	1938	0.571	0.017	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	14	PM10	2292	0.570	0.007	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	14	PM10	2604	0.570	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	14	PM10	210	0.776	0.013	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	14	PM10	1441	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	14	PM10	885	0.781	0.049	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	14	PM10	3669	0.785	0.097	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	14	PM10	68	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	14	PM10	3	0.781	0.368	0	0	0	0	0	0	0

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	14	PM10	75	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	14	PM10	278	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	14	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	14	PM10	3	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	14	PM10	262	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	14	PM10	870	0.785	0.097	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	15	PM10	2541	0.778	0.026	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	15	PM10	2979	0.778	0.026	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	15	PM10	3331	0.777	0.026	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	15	PM10	2926	0.777	0.026	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	15	PM10	2851	0.777	0.025	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	15	PM10	2711	0.776	0.028	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	15	PM10	2863	0.776	0.028	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	15	PM10	2129	0.776	0.028	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	15	PM10	1904	0.776	0.028	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	15	PM10	1821	0.776	0.029	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	15	PM10	2105	0.776	0.028	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	15	PM10	2153	0.776	0.028	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	15	PM10	2545	0.776	0.028	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	15	PM10	2419	0.776	0.028	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	15	PM10	2464	0.776	0.028	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	15	PM10	494	0.777	0.022	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	15	PM10	694	0.778	0.051	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	15	PM10	562	0.778	0.051	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	15	PM10	715	0.778	0.050	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	15	PM10	528	0.778	0.052	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	15	PM10	718	0.778	0.052	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	15	PM10	32	0.775	0.009	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	15	PM10	158	0.776	0.023	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	15	PM10	1600	0.776	0.014	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	15	PM10	1392	0.776	0.014	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	15	PM10	1883	0.776	0.009	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	15	PM10	1543	0.776	0.012	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	15	PM10	1814	0.776	0.009	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	15	PM10	1623	0.776	0.008	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	15	PM10	1937	0.776	0.009	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	15	PM10	1576	0.775	0.008	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	15	PM10	2152	0.775	0.009	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	15	PM10	1967	0.775	0.010	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	15	PM10	1894	0.775	0.010	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	15	PM10	1754	0.775	0.010	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	15	PM10	1757	0.775	0.010	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	15	PM10	1635	0.775	0.010	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	15	PM10	517	0.777	0.031	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	15	PM10	517	0.779	0.040	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	15	PM10	787	0.776	0.034	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	15	PM10	787	0.776	0.034	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	15	PM10	819	0.776	0.035	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	15	PM10	637	0.778	0.036	763	90	45	2	2	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ 9 AV	2010	Midtown	15	PM10	759	0.778	0.032	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	15	PM10	600	0.778	0.032	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	15	PM10	497	0.778	0.033	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	15	PM10	776	0.776	0.034	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	15	PM10	753	0.777	0.057	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	15	PM10	1037	0.775	0.014	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	15	PM10	953	0.776	0.065	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	15	PM10	1122	0.776	0.065	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	15	PM10	1101	0.776	0.065	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	15	PM10	923	0.777	0.060	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	15	PM10	927	0.777	0.060	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	15	PM10	806	0.777	0.059	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	15	PM10	1125	0.775	0.014	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	15	PM10	1251	0.775	0.013	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	15	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	15	PM10	998	0.778	0.043	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	15	PM10	831	0.779	0.043	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	15	PM10	827	0.778	0.043	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	15	PM10	778	0.778	0.042	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	15	PM10	526	0.776	0.078	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	15	PM10	624	0.776	0.026	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	15	PM10	771	0.776	0.081	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	15	PM10	812	0.776	0.077	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	15	PM10	567	0.776	0.073	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	15	PM10	976	0.775	0.018	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	15	PM10	856	0.775	0.017	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	15	PM10	722	0.777	0.069	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	15	PM10	565	0.776	0.067	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	15	PM10	715	0.776	0.019	1358	120	50	3	4	1	3
6 AV @ 31 ST	2010	Midtown	15	PM10	2211	0.778	0.034	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	15	PM10	2346	0.778	0.034	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	15	PM10	2269	0.778	0.034	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	15	PM10	1882	0.778	0.034	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	15	PM10	1905	0.778	0.034	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	15	PM10	2029	0.778	0.034	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	15	PM10	1957	0.778	0.034	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	15	PM10	2102	0.778	0.034	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	15	PM10	2569	0.780	0.041	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	15	PM10	2473	0.779	0.039	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	15	PM10	2321	0.780	0.040	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	15	PM10	2424	0.780	0.040	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	15	PM10	2385	0.780	0.042	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	15	PM10	2815	0.780	0.040	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	15	PM10	2474	0.780	0.041	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	15	PM10	915	0.775	0.016	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	15	PM10	1033	0.775	0.016	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	15	PM10	1069	0.775	0.016	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	15	PM10	1069	0.775	0.016	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	15	PM10	1011	0.775	0.016	1194	90	62	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
BWY @ 36 ST	2010	Midtown	15	PM10	1129	0.775	0.016	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	15	PM10	1184	0.775	0.016	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	15	PM10	1373	0.778	0.028	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	15	PM10	1289	0.778	0.028	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	15	PM10	1317	0.778	0.028	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	15	PM10	429	0.778	0.028	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	15	PM10	1014	0.778	0.027	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	15	PM10	351	0.778	0.028	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	15	PM10	324	0.778	0.028	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	15	PM10	2578	0.570	0.010	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	15	PM10	3014	0.570	0.009	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	15	PM10	3050	0.570	0.009	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	15	PM10	3082	0.570	0.009	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	15	PM10	3284	0.570	0.009	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	15	PM10	3252	0.570	0.009	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	15	PM10	3095	0.570	0.010	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	15	PM10	3437	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	15	PM10	3581	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	15	PM10	3394	0.570	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	15	PM10	3576	0.775	0.010	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	15	PM10	3118	0.775	0.010	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	15	PM10	3118	0.775	0.010	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	15	PM10	3643	0.775	0.010	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	15	PM10	2563	0.569	0.006	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	15	PM10	2452	0.569	0.006	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	15	PM10	2441	0.569	0.006	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	15	PM10	2441	0.569	0.005	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	15	PM10	2555	0.569	0.005	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	15	PM10	2550	0.569	0.005	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	15	PM10	2797	0.569	0.005	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	15	PM10	3278	0.775	0.012	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	15	PM10	3006	0.776	0.012	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	15	PM10	2302	0.775	0.012	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	15	PM10	2302	0.775	0.012	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	15	PM10	357	0.571	0.031	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	15	PM10	409	0.569	0.003	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	15	PM10	242	0.569	0.005	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	15	PM10	2103	0.569	0.006	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	15	PM10	2426	0.569	0.005	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	15	PM10	2728	0.569	0.005	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	15	PM10	555	0.779	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	15	PM10	639	0.776	0.031	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	15	PM10	702	0.776	0.030	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	15	PM10	3346	0.780	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	15	PM10	51	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	15	PM10	2	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	15	PM10	110	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	15	PM10	354	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	15	PM10	5	0.000	0.000	0	0	0	0	0	0	0

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	15	PM10	2	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	15	PM10	345	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	15	PM10	1107	0.780	0.045	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	16	PM10	2326	0.777	0.026	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	16	PM10	2651	0.777	0.026	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	16	PM10	2973	0.777	0.025	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	16	PM10	2589	0.777	0.026	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	16	PM10	2735	0.777	0.025	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	16	PM10	2677	0.776	0.028	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	16	PM10	3107	0.776	0.028	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	16	PM10	2813	0.776	0.028	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	16	PM10	2829	0.776	0.028	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	16	PM10	2633	0.776	0.028	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	16	PM10	2490	0.776	0.028	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	16	PM10	2986	0.776	0.028	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	16	PM10	3550	0.776	0.028	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	16	PM10	3429	0.776	0.028	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	16	PM10	3537	0.776	0.028	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	16	PM10	328	0.777	0.022	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	16	PM10	494	0.778	0.051	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	16	PM10	442	0.778	0.051	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	16	PM10	601	0.778	0.051	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	16	PM10	476	0.778	0.052	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	16	PM10	474	0.778	0.052	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	16	PM10	268	0.776	0.026	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	16	PM10	391	0.776	0.026	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	16	PM10	1867	0.776	0.014	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	16	PM10	1572	0.776	0.014	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	16	PM10	2228	0.776	0.009	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	16	PM10	1797	0.776	0.013	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	16	PM10	2409	0.776	0.009	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	16	PM10	1912	0.776	0.009	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	16	PM10	2453	0.776	0.009	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	16	PM10	2435	0.775	0.009	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	16	PM10	1896	0.775	0.010	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	16	PM10	1818	0.775	0.010	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	16	PM10	1211	0.775	0.010	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	16	PM10	1047	0.775	0.010	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	16	PM10	1046	0.775	0.010	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	16	PM10	970	0.775	0.010	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	16	PM10	496	0.777	0.029	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	16	PM10	534	0.779	0.036	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	16	PM10	654	0.776	0.034	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	16	PM10	654	0.776	0.034	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	16	PM10	753	0.776	0.034	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	16	PM10	624	0.778	0.033	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	16	PM10	723	0.777	0.030	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	16	PM10	553	0.777	0.030	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	16	PM10	516	0.778	0.031	1452	120	23	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ MADISON AV	2010	Midtown	16	PM10	802	0.776	0.034	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	16	PM10	585	0.777	0.058	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	16	PM10	857	0.775	0.014	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	16	PM10	613	0.776	0.065	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	16	PM10	867	0.776	0.065	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	16	PM10	851	0.776	0.065	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	16	PM10	603	0.777	0.061	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	16	PM10	584	0.777	0.060	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	16	PM10	566	0.777	0.059	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	16	PM10	1029	0.775	0.014	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	16	PM10	1013	0.775	0.013	1854	120	72	3	3	1	3
39 EB @ 11 AV	2010	Midtown	16	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	16	PM10	999	0.778	0.043	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	16	PM10	816	0.779	0.044	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	16	PM10	478	0.778	0.042	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	16	PM10	242	0.778	0.040	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	16	PM10	409	0.776	0.081	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	16	PM10	624	0.776	0.028	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	16	PM10	445	0.776	0.080	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	16	PM10	580	0.776	0.079	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	16	PM10	365	0.776	0.075	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	16	PM10	1862	0.775	0.019	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	16	PM10	1195	0.775	0.018	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	16	PM10	1042	0.777	0.072	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	16	PM10	1027	0.777	0.073	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	16	PM10	906	0.776	0.020	1288	120	65	3	4	1	3
6 AV @ 31 ST	2010	Midtown	16	PM10	2129	0.778	0.034	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	16	PM10	2167	0.778	0.034	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	16	PM10	2090	0.778	0.034	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	16	PM10	1771	0.778	0.034	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	16	PM10	1794	0.778	0.034	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	16	PM10	1922	0.778	0.034	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	16	PM10	1778	0.778	0.034	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	16	PM10	1840	0.778	0.034	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	16	PM10	2085	0.780	0.040	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	16	PM10	1974	0.779	0.039	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	16	PM10	1938	0.780	0.039	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	16	PM10	1604	0.780	0.040	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	16	PM10	1687	0.780	0.042	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	16	PM10	2030	0.780	0.041	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	16	PM10	1807	0.780	0.041	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	16	PM10	748	0.775	0.016	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	16	PM10	859	0.775	0.016	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	16	PM10	923	0.775	0.016	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	16	PM10	923	0.775	0.016	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	16	PM10	949	0.775	0.016	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	16	PM10	1043	0.775	0.016	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	16	PM10	1145	0.775	0.016	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	16	PM10	1239	0.778	0.028	1377	120	45	2	3	1	5

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
CANAL EB HUDSON	2010	Midtown	16	PM10	1107	0.778	0.028	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	16	PM10	1074	0.778	0.028	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	16	PM10	696	0.778	0.027	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	16	PM10	1386	0.778	0.027	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	16	PM10	581	0.778	0.027	1603	120	90	3	3	1	3
CANAL WB WATTS	2010	Midtown	16	PM10	521	0.778	0.027	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	16	PM10	2891	0.570	0.010	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	16	PM10	3433	0.570	0.010	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	16	PM10	3537	0.570	0.010	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	16	PM10	3642	0.570	0.010	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	16	PM10	3544	0.570	0.010	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	16	PM10	3504	0.570	0.010	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	16	PM10	3381	0.570	0.010	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	16	PM10	3628	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	16	PM10	3694	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	16	PM10	3426	0.570	0.010	1711	120	49	2	4	1	3
9A NB CANAL	2010	Midtown	16	PM10	3213	0.775	0.010	1718	120	30	2	5	1	3
9A NB CANAL	2010	Midtown	16	PM10	3077	0.775	0.010	1801	120	30	2	4	1	3
9A NB HOUSTON	2010	Midtown	16	PM10	3136	0.775	0.010	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	16	PM10	3285	0.775	0.010	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	16	PM10	2639	0.569	0.006	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	16	PM10	2633	0.569	0.006	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	16	PM10	2596	0.569	0.006	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	16	PM10	2576	0.569	0.005	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	16	PM10	2755	0.569	0.005	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	16	PM10	2776	0.569	0.005	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	16	PM10	2925	0.569	0.005	1596	120	51	2	5	1	3
9A SB CANAL	2010	Midtown	16	PM10	3259	0.775	0.012	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	16	PM10	3114	0.775	0.012	1722	120	30	2	5	1	3
9A SB VESTRY	2010	Midtown	16	PM10	2622	0.775	0.012	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	16	PM10	2622	0.775	0.012	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	16	PM10	282	0.571	0.031	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	16	PM10	331	0.569	0.003	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2010	Midtown	16	PM10	262	0.569	0.005	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	16	PM10	2382	0.569	0.006	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	16	PM10	2623	0.569	0.005	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	16	PM10	2674	0.569	0.005	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	16	PM10	419	0.779	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	16	PM10	459	0.776	0.031	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	16	PM10	231	0.776	0.028	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	16	PM10	2511	0.780	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	16	PM10	45	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	16	PM10	3	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	16	PM10	144	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	16	PM10	482	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	16	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	16	PM10	1	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	16	PM10	534	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	16	PM10	869	0.780	0.045	0	0	0	0	0	0	0

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 31 ST	2010	Midtown	17	PM10	1942	0.777	0.024	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	17	PM10	2237	0.777	0.024	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	17	PM10	2520	0.777	0.024	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	17	PM10	2191	0.777	0.024	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	17	PM10	2313	0.777	0.024	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	17	PM10	2237	0.776	0.027	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	17	PM10	2606	0.776	0.027	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	17	PM10	2535	0.776	0.027	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	17	PM10	2544	0.776	0.028	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	17	PM10	2374	0.776	0.027	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	17	PM10	2332	0.776	0.027	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	17	PM10	2750	0.776	0.027	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	17	PM10	3477	0.776	0.028	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	17	PM10	3358	0.776	0.028	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	17	PM10	3459	0.776	0.028	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	17	PM10	209	0.777	0.021	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	17	PM10	319	0.778	0.050	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	17	PM10	292	0.778	0.050	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	17	PM10	393	0.778	0.050	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	17	PM10	307	0.778	0.052	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	17	PM10	314	0.778	0.051	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	17	PM10	287	0.776	0.024	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	17	PM10	399	0.776	0.025	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	17	PM10	1489	0.776	0.013	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	17	PM10	1263	0.776	0.013	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	17	PM10	1795	0.775	0.008	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	17	PM10	1455	0.776	0.012	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	17	PM10	1916	0.775	0.008	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	17	PM10	1531	0.775	0.008	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	17	PM10	1937	0.775	0.008	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	17	PM10	1924	0.775	0.008	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	17	PM10	1524	0.775	0.009	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	17	PM10	1440	0.775	0.010	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	17	PM10	717	0.775	0.009	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	17	PM10	616	0.775	0.009	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	17	PM10	616	0.775	0.009	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	17	PM10	571	0.775	0.009	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	17	PM10	536	0.776	0.024	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	17	PM10	556	0.778	0.029	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	17	PM10	556	0.776	0.033	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	17	PM10	556	0.776	0.033	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	17	PM10	631	0.776	0.033	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	17	PM10	676	0.776	0.025	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	17	PM10	775	0.776	0.024	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	17	PM10	604	0.776	0.024	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	17	PM10	547	0.777	0.027	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	17	PM10	675	0.776	0.033	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	17	PM10	592	0.777	0.059	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	17	PM10	869	0.775	0.014	1055	90	63	2	2	1	5

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 5 AV	2010	Midtown	17	PM10	562	0.776	0.065	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	17	PM10	796	0.776	0.066	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	17	PM10	797	0.776	0.066	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	17	PM10	620	0.777	0.060	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	17	PM10	595	0.777	0.060	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	17	PM10	580	0.777	0.059	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	17	PM10	1044	0.775	0.014	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	17	PM10	1013	0.775	0.013	1854	120	72	3	3	1	3
39 EB @ 11 AV	2010	Midtown	17	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	17	PM10	1	0.651	-1.416	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	17	PM10	18	0.771	-0.057	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	17	PM10	479	0.778	0.041	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	17	PM10	239	0.778	0.039	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	17	PM10	398	0.776	0.079	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	17	PM10	588	0.776	0.027	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	17	PM10	420	0.776	0.079	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	17	PM10	555	0.776	0.077	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	17	PM10	359	0.776	0.072	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	17	PM10	1327	0.775	0.018	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	17	PM10	892	0.775	0.017	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	17	PM10	769	0.777	0.069	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	17	PM10	756	0.777	0.069	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	17	PM10	660	0.776	0.019	1288	120	65	3	4	1	3
6 AV @ 31 ST	2010	Midtown	17	PM10	2065	0.778	0.034	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	17	PM10	2106	0.778	0.034	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	17	PM10	2032	0.778	0.034	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	17	PM10	1715	0.778	0.034	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	17	PM10	1737	0.778	0.034	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	17	PM10	1860	0.778	0.034	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	17	PM10	1726	0.778	0.034	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	17	PM10	1785	0.778	0.034	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	17	PM10	1869	0.779	0.038	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	17	PM10	1786	0.779	0.037	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	17	PM10	1735	0.779	0.038	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	17	PM10	1566	0.779	0.038	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	17	PM10	1642	0.779	0.038	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	17	PM10	2005	0.779	0.038	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	17	PM10	1776	0.779	0.038	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	17	PM10	806	0.775	0.016	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	17	PM10	925	0.775	0.016	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	17	PM10	993	0.775	0.016	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	17	PM10	993	0.775	0.016	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	17	PM10	1020	0.775	0.016	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	17	PM10	1121	0.775	0.016	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	17	PM10	1229	0.775	0.016	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	17	PM10	1183	0.778	0.027	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	17	PM10	1059	0.778	0.027	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	17	PM10	1027	0.778	0.027	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	17	PM10	483	0.778	0.027	1296	120	45	2	1	1	5

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
CANAL WB HUDSON	2010	Midtown	17	PM10	950	0.778	0.027	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	17	PM10	405	0.778	0.027	1603	120	90	3	3	1	3
CANAL WB WATTS	2010	Midtown	17	PM10	365	0.778	0.027	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	17	PM10	3218	0.570	0.010	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	17	PM10	3791	0.570	0.010	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	17	PM10	3907	0.570	0.010	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	17	PM10	4023	0.570	0.010	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	17	PM10	3590	0.570	0.010	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	17	PM10	3550	0.570	0.010	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	17	PM10	3477	0.570	0.010	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	17	PM10	3738	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	17	PM10	3806	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	17	PM10	3545	0.570	0.010	1711	120	49	2	4	1	3
9A NB CANAL	2010	Midtown	17	PM10	3198	0.775	0.009	1718	120	30	2	5	1	3
9A NB CANAL	2010	Midtown	17	PM10	3062	0.775	0.009	1801	120	30	2	4	1	3
9A NB HOUSTON	2010	Midtown	17	PM10	3117	0.775	0.009	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	17	PM10	3270	0.775	0.009	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	17	PM10	2867	0.569	0.006	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	17	PM10	2847	0.569	0.006	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	17	PM10	2807	0.569	0.006	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	17	PM10	2784	0.569	0.005	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	17	PM10	2792	0.569	0.005	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	17	PM10	2799	0.569	0.005	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	17	PM10	2949	0.569	0.005	1596	120	51	2	5	1	3
9A SB CANAL	2010	Midtown	17	PM10	3277	0.775	0.011	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	17	PM10	3131	0.775	0.011	1722	120	30	2	5	1	3
9A SB VESTRY	2010	Midtown	17	PM10	2634	0.775	0.011	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	17	PM10	2634	0.775	0.011	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	17	PM10	300	0.571	0.031	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	17	PM10	326	0.569	0.003	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2010	Midtown	17	PM10	294	0.569	0.005	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	17	PM10	2579	0.569	0.006	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	17	PM10	2640	0.569	0.005	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	17	PM10	3029	0.569	0.005	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	17	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	17	PM10	1019	0.776	0.031	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	17	PM10	1117	0.776	0.031	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	17	PM10	2842	0.780	0.044	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	17	PM10	44	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	17	PM10	7	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	17	PM10	185	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	17	PM10	483	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	17	PM10	4	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	17	PM10	137	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	17	PM10	708	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	17	PM10	5	0.000	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	18	PM10	2100	0.777	0.023	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	18	PM10	2433	0.777	0.023	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	18	PM10	2748	0.777	0.023	1283	90	35	2	5	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 35 ST	2010	Midtown	18	PM10	2384	0.777	0.023	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	18	PM10	2517	0.777	0.023	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	18	PM10	2417	0.776	0.027	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	18	PM10	2821	0.776	0.027	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	18	PM10	2863	0.776	0.027	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	18	PM10	2863	0.776	0.027	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	18	PM10	2679	0.776	0.027	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	18	PM10	2703	0.776	0.026	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	18	PM10	3135	0.776	0.027	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	18	PM10	3475	0.776	0.027	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	18	PM10	3354	0.776	0.027	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	18	PM10	3449	0.776	0.027	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	18	PM10	339	0.777	0.021	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	18	PM10	508	0.778	0.050	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	18	PM10	472	0.778	0.050	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	18	PM10	635	0.778	0.051	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	18	PM10	501	0.778	0.052	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	18	PM10	511	0.778	0.050	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	18	PM10	347	0.776	0.022	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	18	PM10	466	0.776	0.024	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	18	PM10	1328	0.775	0.012	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	18	PM10	1134	0.775	0.012	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	18	PM10	1631	0.775	0.007	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	18	PM10	1328	0.775	0.011	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	18	PM10	1705	0.775	0.008	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	18	PM10	1379	0.775	0.007	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	18	PM10	1705	0.775	0.008	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	18	PM10	1689	0.775	0.008	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	18	PM10	2722	0.775	0.010	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	18	PM10	2691	0.775	0.010	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	18	PM10	2232	0.775	0.010	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	18	PM10	1986	0.775	0.010	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	18	PM10	1907	0.775	0.010	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	18	PM10	1799	0.775	0.010	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	18	PM10	555	0.776	0.023	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	18	PM10	550	0.777	0.028	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	18	PM10	615	0.776	0.033	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	18	PM10	615	0.776	0.033	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	18	PM10	690	0.776	0.033	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	18	PM10	707	0.776	0.023	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	18	PM10	799	0.776	0.023	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	18	PM10	635	0.776	0.023	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	18	PM10	541	0.777	0.026	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	18	PM10	739	0.776	0.033	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	18	PM10	622	0.777	0.059	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	18	PM10	916	0.775	0.014	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	18	PM10	496	0.776	0.066	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	18	PM10	698	0.776	0.066	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	18	PM10	716	0.776	0.066	981	90	49	3	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 8 AV	2010	Midtown	18	PM10	659	0.777	0.060	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	18	PM10	627	0.777	0.060	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	18	PM10	613	0.777	0.059	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	18	PM10	1084	0.775	0.014	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	18	PM10	1089	0.775	0.013	1854	120	72	3	3	1	3
39 EB @ 11 AV	2010	Midtown	18	PM10	5	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	18	PM10	1	0.599	-2.004	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	18	PM10	26	0.768	-0.080	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	18	PM10	568	0.778	0.041	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	18	PM10	284	0.778	0.037	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	18	PM10	445	0.776	0.077	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	18	PM10	641	0.776	0.027	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	18	PM10	463	0.776	0.077	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	18	PM10	623	0.776	0.074	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	18	PM10	416	0.776	0.068	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	18	PM10	1334	0.775	0.018	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	18	PM10	931	0.775	0.017	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	18	PM10	793	0.776	0.067	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	18	PM10	780	0.776	0.067	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	18	PM10	675	0.776	0.019	1288	120	65	3	4	1	3
6 AV @ 31 ST	2010	Midtown	18	PM10	2055	0.778	0.034	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	18	PM10	2100	0.778	0.034	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	18	PM10	2027	0.778	0.034	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	18	PM10	1704	0.778	0.034	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	18	PM10	1725	0.778	0.034	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	18	PM10	1847	0.778	0.034	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	18	PM10	1719	0.778	0.034	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	18	PM10	1776	0.778	0.034	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	18	PM10	1983	0.779	0.037	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	18	PM10	1903	0.779	0.037	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	18	PM10	1837	0.779	0.037	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	18	PM10	1731	0.779	0.037	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	18	PM10	1820	0.779	0.036	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	18	PM10	2966	0.779	0.037	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	18	PM10	2629	0.779	0.037	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	18	PM10	785	0.775	0.016	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	18	PM10	900	0.775	0.016	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	18	PM10	964	0.775	0.016	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	18	PM10	964	0.775	0.016	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	18	PM10	990	0.775	0.016	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	18	PM10	1087	0.775	0.016	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	18	PM10	1192	0.775	0.016	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	18	PM10	921	0.778	0.026	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	18	PM10	827	0.778	0.026	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	18	PM10	807	0.778	0.026	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	18	PM10	449	0.778	0.027	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	18	PM10	873	0.778	0.027	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	18	PM10	378	0.778	0.027	1603	120	90	3	3	1	3
CANAL WB WATTS	2010	Midtown	18	PM10	341	0.778	0.027	1679	120	30	2	2	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 34 ST	2010	Midtown	18	PM10	3063	0.570	0.010	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	18	PM10	3602	0.570	0.010	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	18	PM10	3711	0.570	0.010	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	18	PM10	3820	0.570	0.010	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	18	PM10	3815	0.570	0.010	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	18	PM10	3772	0.570	0.010	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	18	PM10	3714	0.570	0.010	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	18	PM10	3997	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	18	PM10	4067	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	18	PM10	3805	0.570	0.010	1711	120	49	2	4	1	3
9A NB CANAL	2010	Midtown	18	PM10	3477	0.775	0.009	1718	120	30	2	5	1	3
9A NB CANAL	2010	Midtown	18	PM10	3329	0.775	0.009	1801	120	30	2	4	1	3
9A NB HOUSTON	2010	Midtown	18	PM10	3390	0.775	0.009	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	18	PM10	3555	0.775	0.009	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	18	PM10	3083	0.569	0.006	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	18	PM10	3040	0.569	0.006	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	18	PM10	2998	0.569	0.006	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	18	PM10	2970	0.569	0.005	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	18	PM10	3063	0.569	0.005	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	18	PM10	3056	0.569	0.005	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	18	PM10	3222	0.569	0.005	1596	120	51	2	5	1	3
9A SB CANAL	2010	Midtown	18	PM10	3315	0.775	0.011	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	18	PM10	3169	0.775	0.011	1722	120	30	2	5	1	3
9A SB VESTRY	2010	Midtown	18	PM10	2655	0.775	0.011	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	18	PM10	2655	0.775	0.011	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	18	PM10	316	0.571	0.031	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	18	PM10	345	0.569	0.003	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2010	Midtown	18	PM10	311	0.569	0.005	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	18	PM10	2758	0.569	0.006	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	18	PM10	2878	0.569	0.005	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	18	PM10	3222	0.569	0.005	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	18	PM10	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	18	PM10	897	0.776	0.031	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	18	PM10	622	0.776	0.030	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	18	PM10	2382	0.780	0.043	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	18	PM10	25	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	18	PM10	3	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	18	PM10	259	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	18	PM10	383	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	18	PM10	3	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	18	PM10	229	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	18	PM10	865	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	18	PM10	5	0.000	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	19	PM10	2082	0.777	0.023	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	19	PM10	2387	0.777	0.023	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	19	PM10	2691	0.777	0.023	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	19	PM10	2348	0.777	0.023	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	19	PM10	2472	0.777	0.024	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	19	PM10	2393	0.776	0.027	1225	90	37	2	5	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 38 ST	2010	Midtown	19	PM10	2792	0.776	0.027	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	19	PM10	2857	0.776	0.027	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	19	PM10	2872	0.776	0.027	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	19	PM10	2673	0.776	0.027	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	19	PM10	2542	0.776	0.027	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	19	PM10	3059	0.776	0.027	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	19	PM10	3418	0.776	0.027	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	19	PM10	3301	0.776	0.027	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	19	PM10	3404	0.776	0.027	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	19	PM10	271	0.777	0.021	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	19	PM10	407	0.778	0.050	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	19	PM10	378	0.778	0.050	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	19	PM10	509	0.778	0.051	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	19	PM10	402	0.778	0.052	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	19	PM10	400	0.778	0.052	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	19	PM10	204	0.776	0.024	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	19	PM10	290	0.776	0.025	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	19	PM10	1661	0.776	0.013	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	19	PM10	1416	0.776	0.012	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	19	PM10	1998	0.775	0.008	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	19	PM10	1626	0.776	0.012	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	19	PM10	2149	0.775	0.008	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	19	PM10	1719	0.775	0.008	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	19	PM10	2184	0.775	0.008	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	19	PM10	2174	0.775	0.008	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	19	PM10	1713	0.775	0.009	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	19	PM10	1614	0.775	0.010	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	19	PM10	1155	0.775	0.010	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	19	PM10	1010	0.775	0.010	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	19	PM10	1014	0.775	0.010	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	19	PM10	942	0.775	0.010	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	19	PM10	526	0.776	0.022	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	19	PM10	540	0.777	0.026	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	19	PM10	556	0.776	0.033	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	19	PM10	556	0.776	0.033	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	19	PM10	636	0.776	0.033	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	19	PM10	632	0.776	0.023	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	19	PM10	739	0.776	0.023	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	19	PM10	579	0.776	0.022	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	19	PM10	535	0.777	0.026	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	19	PM10	682	0.776	0.033	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	19	PM10	568	0.777	0.059	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	19	PM10	839	0.775	0.014	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	19	PM10	525	0.776	0.066	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	19	PM10	746	0.776	0.066	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	19	PM10	734	0.776	0.066	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	19	PM10	592	0.777	0.060	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	19	PM10	574	0.777	0.060	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	19	PM10	555	0.777	0.060	1219	90	58	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ JJCC	2010	Midtown	19	PM10	1032	0.775	0.014	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	19	PM10	965	0.775	0.013	1854	120	72	3	3	1	3
39 EB @ 11 AV	2010	Midtown	19	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	19	PM10	1	0.636	-1.577	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	19	PM10	16	0.768	-0.083	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	19	PM10	493	0.778	0.041	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	19	PM10	257	0.778	0.038	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	19	PM10	476	0.776	0.079	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	19	PM10	721	0.776	0.028	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	19	PM10	508	0.776	0.080	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	19	PM10	659	0.776	0.079	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	19	PM10	412	0.776	0.075	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	19	PM10	1638	0.775	0.018	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	19	PM10	1072	0.775	0.018	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	19	PM10	931	0.777	0.070	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	19	PM10	921	0.777	0.070	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	19	PM10	797	0.776	0.019	1288	120	65	3	4	1	3
6 AV @ 31 ST	2010	Midtown	19	PM10	2139	0.778	0.034	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	19	PM10	2178	0.778	0.034	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	19	PM10	2101	0.778	0.034	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	19	PM10	1778	0.778	0.034	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	19	PM10	1800	0.778	0.034	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	19	PM10	1929	0.778	0.034	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	19	PM10	1787	0.778	0.034	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	19	PM10	1849	0.778	0.034	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	19	PM10	2154	0.779	0.037	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	19	PM10	2056	0.779	0.037	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	19	PM10	2005	0.779	0.037	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	19	PM10	1764	0.779	0.037	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	19	PM10	1854	0.779	0.037	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	19	PM10	2258	0.779	0.037	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	19	PM10	2002	0.779	0.037	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	19	PM10	829	0.775	0.016	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	19	PM10	952	0.775	0.016	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	19	PM10	1024	0.775	0.016	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	19	PM10	1024	0.775	0.016	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	19	PM10	1051	0.775	0.016	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	19	PM10	1156	0.775	0.016	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	19	PM10	1268	0.775	0.016	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	19	PM10	947	0.778	0.026	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	19	PM10	850	0.778	0.026	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	19	PM10	823	0.778	0.026	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	19	PM10	447	0.778	0.027	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	19	PM10	878	0.778	0.027	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	19	PM10	375	0.778	0.027	1603	120	90	3	3	1	3
CANAL WB WATTS	2010	Midtown	19	PM10	337	0.778	0.027	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	19	PM10	3236	0.570	0.010	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	19	PM10	3787	0.570	0.010	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	19	PM10	3904	0.570	0.010	1613	120	37	0	5	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 39 ST	2010	Midtown	19	PM10	4021	0.570	0.010	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	19	PM10	3118	0.570	0.010	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	19	PM10	3082	0.570	0.010	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	19	PM10	3037	0.570	0.010	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	19	PM10	3256	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	19	PM10	3315	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	19	PM10	3081	0.570	0.010	1711	120	49	2	4	1	3
9A NB CANAL	2010	Midtown	19	PM10	3341	0.775	0.009	1718	120	30	2	5	1	3
9A NB CANAL	2010	Midtown	19	PM10	3200	0.775	0.009	1801	120	30	2	4	1	3
9A NB HOUSTON	2010	Midtown	19	PM10	3253	0.775	0.009	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	19	PM10	3417	0.775	0.009	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	19	PM10	3041	0.569	0.006	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	19	PM10	3022	0.569	0.006	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	19	PM10	2980	0.569	0.006	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	19	PM10	2955	0.569	0.005	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	19	PM10	3001	0.569	0.005	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	19	PM10	3015	0.569	0.005	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	19	PM10	3179	0.569	0.005	1596	120	51	2	5	1	3
9A SB CANAL	2010	Midtown	19	PM10	3324	0.775	0.011	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	19	PM10	3173	0.775	0.011	1722	120	30	2	5	1	3
9A SB VESTRY	2010	Midtown	19	PM10	2678	0.775	0.011	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	19	PM10	2678	0.775	0.011	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	19	PM10	319	0.571	0.031	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	19	PM10	357	0.569	0.003	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2010	Midtown	19	PM10	281	0.569	0.005	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	19	PM10	2738	0.569	0.006	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	19	PM10	2848	0.569	0.005	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	19	PM10	2904	0.569	0.005	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	19	PM10	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	19	PM10	505	0.777	0.024	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	19	PM10	473	0.777	0.023	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	19	PM10	1608	0.782	0.091	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	19	PM10	49	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	19	PM10	4	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	19	PM10	258	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	19	PM10	372	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	19	PM10	2	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	19	PM10	353	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	19	PM10	630	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	19	PM10	0	0.000	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	20	PM10	2226	0.777	0.022	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	20	PM10	2531	0.777	0.022	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	20	PM10	2756	0.777	0.022	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	20	PM10	2458	0.777	0.022	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	20	PM10	2656	0.777	0.022	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	20	PM10	2557	0.777	0.027	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	20	PM10	2977	0.777	0.027	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	20	PM10	3090	0.777	0.028	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	20	PM10	2959	0.777	0.028	1337	90	41	2	6	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 41 ST	2010	Midtown	20	PM10	2773	0.777	0.028	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	20	PM10	2652	0.777	0.028	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	20	PM10	3121	0.777	0.028	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	20	PM10	3479	0.778	0.029	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	20	PM10	3361	0.778	0.028	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	20	PM10	3468	0.778	0.029	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	20	PM10	242	0.778	0.024	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	20	PM10	357	0.778	0.029	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	20	PM10	356	0.778	0.029	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	20	PM10	470	0.778	0.029	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	20	PM10	360	0.778	0.029	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	20	PM10	334	0.778	0.028	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	20	PM10	208	0.775	0.013	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	20	PM10	308	0.775	0.013	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	20	PM10	1924	0.776	0.017	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	20	PM10	1594	0.776	0.017	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	20	PM10	2154	0.775	0.010	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	20	PM10	1729	0.776	0.016	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	20	PM10	2401	0.775	0.009	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	20	PM10	1930	0.775	0.009	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	20	PM10	2520	0.775	0.009	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	20	PM10	2528	0.775	0.010	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	20	PM10	1991	0.775	0.015	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	20	PM10	1903	0.775	0.015	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	20	PM10	1867	0.775	0.015	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	20	PM10	1673	0.775	0.015	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	20	PM10	1666	0.775	0.015	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	20	PM10	1548	0.775	0.015	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	20	PM10	561	0.776	0.011	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	20	PM10	558	0.777	0.021	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	20	PM10	593	0.776	0.025	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	20	PM10	624	0.776	0.025	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	20	PM10	713	0.776	0.024	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	20	PM10	699	0.776	0.012	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	20	PM10	798	0.776	0.012	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	20	PM10	625	0.776	0.011	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	20	PM10	553	0.777	0.020	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	20	PM10	732	0.776	0.025	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	20	PM10	535	0.777	0.031	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	20	PM10	724	0.775	0.017	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	20	PM10	561	0.776	0.034	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	20	PM10	768	0.776	0.035	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	20	PM10	754	0.776	0.034	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	20	PM10	543	0.777	0.031	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	20	PM10	521	0.777	0.032	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	20	PM10	502	0.777	0.032	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	20	PM10	867	0.775	0.018	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	20	PM10	707	0.775	0.017	1854	120	72	3	3	1	3
39 EB @ 11 AV	2010	Midtown	20	PM10	0	0.000	0.000	943	90	54	2	1	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
39 WB @ 10 AV	2010	Midtown	20	PM10	406	0.775	0.007	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	20	PM10	424	0.775	0.007	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	20	PM10	509	0.775	0.006	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	20	PM10	263	0.775	0.006	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	20	PM10	603	0.775	0.030	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	20	PM10	859	0.775	0.020	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	20	PM10	620	0.775	0.033	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	20	PM10	812	0.775	0.033	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	20	PM10	519	0.775	0.031	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	20	PM10	2087	0.775	0.016	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	20	PM10	1321	0.775	0.016	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	20	PM10	1089	0.776	0.048	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	20	PM10	1118	0.776	0.048	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	20	PM10	956	0.775	0.013	1288	120	65	3	4	1	3
6 AV @ 31 ST	2010	Midtown	20	PM10	2252	0.778	0.029	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	20	PM10	2287	0.778	0.029	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	20	PM10	2207	0.778	0.029	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	20	PM10	1865	0.778	0.029	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	20	PM10	1888	0.778	0.029	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	20	PM10	2018	0.778	0.029	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	20	PM10	1868	0.778	0.029	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	20	PM10	1926	0.778	0.029	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	20	PM10	2487	0.778	0.029	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	20	PM10	2336	0.778	0.029	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	20	PM10	2322	0.778	0.029	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	20	PM10	2120	0.778	0.028	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	20	PM10	2150	0.778	0.028	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	20	PM10	2579	0.778	0.029	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	20	PM10	2279	0.778	0.029	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	20	PM10	881	0.775	0.010	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	20	PM10	1012	0.775	0.010	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	20	PM10	1085	0.775	0.010	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	20	PM10	1092	0.775	0.010	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	20	PM10	1133	0.775	0.009	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	20	PM10	1244	0.775	0.009	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	20	PM10	1378	0.775	0.009	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	20	PM10	1440	0.777	0.021	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	20	PM10	1290	0.777	0.022	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	20	PM10	1245	0.777	0.021	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	20	PM10	556	0.777	0.020	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	20	PM10	1053	0.777	0.020	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	20	PM10	475	0.777	0.019	1603	120	90	3	3	1	3
CANAL WB WATTS	2010	Midtown	20	PM10	432	0.777	0.019	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	20	PM10	3071	0.569	0.007	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	20	PM10	3566	0.569	0.007	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	20	PM10	3675	0.569	0.007	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	20	PM10	3697	0.569	0.007	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	20	PM10	3359	0.569	0.007	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	20	PM10	3397	0.569	0.007	1640	120	51	0	5	1	5

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 42 ST	2010	Midtown	20	PM10	3285	0.569	0.007	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	20	PM10	3529	0.569	0.007	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	20	PM10	3567	0.569	0.007	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	20	PM10	3313	0.569	0.007	1711	120	49	2	4	1	3
9A NB CANAL	2010	Midtown	20	PM10	3139	0.775	0.008	1718	120	30	2	5	1	3
9A NB CANAL	2010	Midtown	20	PM10	3014	0.775	0.008	1801	120	30	2	4	1	3
9A NB HOUSTON	2010	Midtown	20	PM10	3116	0.775	0.008	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	20	PM10	3204	0.775	0.008	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	20	PM10	2845	0.569	0.007	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	20	PM10	2883	0.569	0.007	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	20	PM10	2843	0.569	0.007	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	20	PM10	2752	0.569	0.005	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	20	PM10	2684	0.569	0.005	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	20	PM10	2722	0.569	0.005	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	20	PM10	2963	0.569	0.005	1596	120	51	2	5	1	3
9A SB CANAL	2010	Midtown	20	PM10	3063	0.775	0.006	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	20	PM10	2924	0.775	0.006	1722	120	30	2	5	1	3
9A SB VESTRY	2010	Midtown	20	PM10	2423	0.775	0.006	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	20	PM10	2423	0.775	0.006	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	20	PM10	325	0.571	0.038	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	20	PM10	319	0.570	0.010	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2010	Midtown	20	PM10	346	0.569	0.004	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	20	PM10	2632	0.569	0.007	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	20	PM10	2551	0.569	0.005	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	20	PM10	2879	0.569	0.005	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	20	PM10	532	0.775	0.007	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	20	PM10	723	0.777	0.024	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	20	PM10	506	0.777	0.024	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	20	PM10	3329	0.783	0.092	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	20	PM10	38	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	20	PM10	2	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	20	PM10	157	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	20	PM10	525	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	20	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	20	PM10	176	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	20	PM10	470	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	20	PM10	1100	0.783	0.092	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	21	PM10	2149	0.777	0.018	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	21	PM10	2337	0.777	0.019	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	21	PM10	2538	0.777	0.019	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	21	PM10	2311	0.777	0.018	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	21	PM10	2491	0.777	0.018	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	21	PM10	2310	0.777	0.022	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	21	PM10	2472	0.777	0.022	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	21	PM10	2232	0.777	0.024	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	21	PM10	2932	0.777	0.025	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	21	PM10	2448	0.777	0.025	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	21	PM10	2517	0.777	0.025	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	21	PM10	3030	0.777	0.025	1284	90	40	2	5	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 44 ST	2010	Midtown	21	PM10	2789	0.777	0.027	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	21	PM10	2695	0.777	0.027	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	21	PM10	2779	0.777	0.027	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	21	PM10	115	0.778	0.022	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	21	PM10	204	0.778	0.027	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	21	PM10	151	0.778	0.027	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	21	PM10	243	0.778	0.027	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	21	PM10	166	0.778	0.027	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	21	PM10	277	0.778	0.027	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	21	PM10	161	0.775	0.013	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	21	PM10	243	0.775	0.013	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	21	PM10	1125	0.776	0.015	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	21	PM10	981	0.776	0.016	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	21	PM10	1349	0.775	0.007	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	21	PM10	1201	0.776	0.013	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	21	PM10	1399	0.775	0.007	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	21	PM10	1304	0.775	0.007	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	21	PM10	1486	0.775	0.007	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	21	PM10	1369	0.775	0.010	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	21	PM10	2104	0.775	0.015	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	21	PM10	2014	0.775	0.015	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	21	PM10	1821	0.775	0.012	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	21	PM10	1977	0.775	0.013	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	21	PM10	1930	0.775	0.013	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	21	PM10	1808	0.775	0.013	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	21	PM10	570	0.775	0.007	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	21	PM10	432	0.776	0.015	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	21	PM10	538	0.776	0.022	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	21	PM10	771	0.776	0.023	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	21	PM10	717	0.776	0.019	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	21	PM10	910	0.775	0.009	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	21	PM10	1006	0.775	0.009	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	21	PM10	832	0.775	0.009	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	21	PM10	432	0.776	0.015	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	21	PM10	655	0.776	0.023	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	21	PM10	608	0.776	0.028	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	21	PM10	606	0.776	0.022	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	21	PM10	645	0.776	0.032	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	21	PM10	793	0.776	0.033	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	21	PM10	825	0.776	0.033	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	21	PM10	977	0.777	0.032	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	21	PM10	901	0.777	0.033	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	21	PM10	563	0.776	0.032	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	21	PM10	691	0.776	0.023	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	21	PM10	691	0.775	0.020	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	21	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	21	PM10	396	0.775	0.007	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	21	PM10	239	0.775	0.007	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	21	PM10	487	0.775	0.004	1038	90	45	2	2	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
39 WB @ 9 AV	2010	Midtown	21	PM10	274	0.775	0.004	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	21	PM10	465	0.775	0.021	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	21	PM10	580	0.775	0.024	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	21	PM10	655	0.775	0.033	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	21	PM10	664	0.775	0.031	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	21	PM10	491	0.775	0.025	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	21	PM10	865	0.775	0.014	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	21	PM10	717	0.775	0.015	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	21	PM10	666	0.776	0.042	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	21	PM10	469	0.776	0.040	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	21	PM10	641	0.775	0.012	1358	120	59	3	4	1	3
6 AV @ 31 ST	2010	Midtown	21	PM10	2523	0.778	0.028	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	21	PM10	2536	0.778	0.028	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	21	PM10	2449	0.778	0.028	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	21	PM10	1915	0.778	0.028	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	21	PM10	2121	0.778	0.028	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	21	PM10	2255	0.778	0.028	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	21	PM10	2089	0.778	0.028	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	21	PM10	2135	0.778	0.028	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	21	PM10	2147	0.778	0.026	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	21	PM10	2449	0.778	0.027	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	21	PM10	2011	0.778	0.025	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	21	PM10	2124	0.778	0.022	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	21	PM10	2586	0.778	0.025	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	21	PM10	3004	0.778	0.026	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	21	PM10	1727	0.778	0.023	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	21	PM10	871	0.775	0.010	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	21	PM10	1000	0.775	0.010	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	21	PM10	1075	0.775	0.010	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	21	PM10	536	0.775	0.010	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	21	PM10	1158	0.775	0.009	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	21	PM10	1269	0.775	0.009	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	21	PM10	1433	0.775	0.009	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	21	PM10	1776	0.777	0.022	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	21	PM10	1579	0.777	0.021	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	21	PM10	1521	0.777	0.022	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	21	PM10	673	0.777	0.017	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	21	PM10	1255	0.777	0.019	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	21	PM10	459	0.777	0.015	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	21	PM10	530	0.777	0.016	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	21	PM10	2562	0.569	0.007	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	21	PM10	3376	0.569	0.008	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	21	PM10	3474	0.569	0.008	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	21	PM10	2567	0.569	0.008	1576	120	53	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	21	PM10	2558	0.569	0.008	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	21	PM10	2502	0.569	0.008	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	21	PM10	2311	0.569	0.009	1717	120	61	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	21	PM10	3199	0.569	0.007	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	21	PM10	2851	0.569	0.007	1748	120	35	2	4	1	5

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 46 ST	2010	Midtown	21	PM10	2954	0.569	0.007	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	21	PM10	3036	0.775	0.007	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	21	PM10	2772	0.775	0.006	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	21	PM10	3424	0.775	0.006	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	21	PM10	3424	0.775	0.007	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	21	PM10	2105	0.569	0.007	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	21	PM10	2117	0.569	0.006	1611	120	43	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	21	PM10	2088	0.569	0.006	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	21	PM10	1928	0.569	0.004	1617	120	50	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	21	PM10	2026	0.569	0.004	1704	120	53	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	21	PM10	2026	0.569	0.004	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	21	PM10	2598	0.569	0.004	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	21	PM10	2353	0.775	0.006	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	21	PM10	2270	0.775	0.006	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	21	PM10	2046	0.775	0.006	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	21	PM10	2046	0.775	0.006	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	21	PM10	238	0.571	0.030	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	21	PM10	431	0.570	0.009	1728	120	98	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	21	PM10	343	0.569	0.004	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	21	PM10	1918	0.569	0.007	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	21	PM10	1825	0.569	0.004	1818	120	61	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	21	PM10	2372	0.569	0.004	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	21	PM10	177	0.775	0.007	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	21	PM10	796	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	21	PM10	913	0.781	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	21	PM10	3196	0.785	0.096	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	21	PM10	10	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	21	PM10	1	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	21	PM10	95	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	21	PM10	215	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	21	PM10	4	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	21	PM10	50	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	21	PM10	320	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	21	PM10	987	0.785	0.096	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	22	PM10	1647	0.780	0.042	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	22	PM10	1858	0.780	0.042	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	22	PM10	2096	0.780	0.042	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	22	PM10	1825	0.780	0.042	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	22	PM10	1945	0.780	0.042	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	22	PM10	1900	0.777	0.022	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	22	PM10	2225	0.777	0.022	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	22	PM10	2318	0.777	0.022	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	22	PM10	2332	0.777	0.022	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	22	PM10	2169	0.777	0.022	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	22	PM10	2250	0.777	0.022	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	22	PM10	2454	0.777	0.022	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	22	PM10	2528	0.777	0.022	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	22	PM10	2440	0.777	0.022	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	22	PM10	2520	0.777	0.022	1220	90	36	2	4	1	4

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 35 ST	2010	Midtown	22	PM10	109	0.784	0.068	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	22	PM10	157	0.779	0.029	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	22	PM10	145	0.779	0.029	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	22	PM10	197	0.779	0.029	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	22	PM10	161	0.779	0.029	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	22	PM10	160	0.779	0.028	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	22	PM10	144	0.776	0.008	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	22	PM10	211	0.776	0.009	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	22	PM10	1352	0.778	0.030	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	22	PM10	1145	0.778	0.030	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	22	PM10	1573	0.776	0.017	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	22	PM10	1254	0.778	0.030	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	22	PM10	1735	0.776	0.017	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	22	PM10	1355	0.776	0.017	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	22	PM10	1788	0.776	0.017	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	22	PM10	1779	0.776	0.017	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	22	PM10	1332	0.776	0.018	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	22	PM10	1296	0.776	0.018	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	22	PM10	1528	0.776	0.018	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	22	PM10	1359	0.776	0.018	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	22	PM10	1367	0.776	0.018	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	22	PM10	1261	0.776	0.018	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	22	PM10	369	0.776	0.016	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	22	PM10	409	0.778	0.030	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	22	PM10	434	0.776	0.031	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	22	PM10	434	0.776	0.031	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	22	PM10	512	0.776	0.031	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	22	PM10	466	0.776	0.016	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	22	PM10	538	0.776	0.016	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	22	PM10	410	0.776	0.016	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	22	PM10	405	0.778	0.030	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	22	PM10	548	0.776	0.031	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	22	PM10	417	0.778	0.033	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	22	PM10	620	0.778	0.031	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	22	PM10	502	0.777	0.039	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	22	PM10	725	0.777	0.039	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	22	PM10	705	0.777	0.039	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	22	PM10	436	0.778	0.033	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	22	PM10	425	0.778	0.033	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	22	PM10	410	0.778	0.033	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	22	PM10	810	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	22	PM10	640	0.778	0.031	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	22	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	22	PM10	270	0.776	0.012	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	22	PM10	220	0.776	0.012	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	22	PM10	286	0.776	0.012	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	22	PM10	144	0.776	0.012	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	22	PM10	579	0.776	0.034	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	22	PM10	947	0.775	0.015	1172	90	52	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 EB @ 8 AV	2010	Midtown	22	PM10	645	0.776	0.034	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	22	PM10	843	0.776	0.033	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	22	PM10	481	0.776	0.033	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	22	PM10	1901	0.776	0.014	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	22	PM10	1139	0.776	0.014	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	22	PM10	973	0.777	0.053	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	22	PM10	972	0.777	0.053	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	22	PM10	888	0.777	0.023	1358	120	59	3	4	1	3
6 AV @ 31 ST	2010	Midtown	22	PM10	2495	0.778	0.035	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	22	PM10	2530	0.778	0.035	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	22	PM10	2438	0.778	0.035	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	22	PM10	2084	0.778	0.035	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	22	PM10	2111	0.778	0.035	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	22	PM10	2266	0.778	0.035	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	22	PM10	2093	0.778	0.035	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	22	PM10	2171	0.778	0.035	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	22	PM10	2011	0.782	0.053	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	22	PM10	1910	0.782	0.053	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	22	PM10	1885	0.782	0.053	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	22	PM10	2109	0.782	0.053	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	22	PM10	2191	0.782	0.053	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	22	PM10	2669	0.782	0.053	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	22	PM10	2363	0.782	0.053	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	22	PM10	841	0.778	0.028	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	22	PM10	967	0.778	0.028	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	22	PM10	1047	0.778	0.028	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	22	PM10	1047	0.778	0.028	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	22	PM10	1075	0.778	0.028	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	22	PM10	1183	0.778	0.028	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	22	PM10	1295	0.778	0.028	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	22	PM10	1816	0.788	0.099	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	22	PM10	1615	0.788	0.099	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	22	PM10	1557	0.788	0.099	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	22	PM10	683	0.788	0.099	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	22	PM10	1399	0.788	0.099	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	22	PM10	563	0.788	0.099	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	22	PM10	501	0.788	0.099	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	22	PM10	2746	0.570	0.011	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	22	PM10	3209	0.570	0.011	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	22	PM10	3311	0.570	0.011	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	22	PM10	3414	0.570	0.010	1576	120	53	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	22	PM10	3035	0.570	0.010	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	22	PM10	3000	0.570	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	22	PM10	2984	0.570	0.010	1717	120	61	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	22	PM10	3218	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	22	PM10	3270	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	22	PM10	3027	0.570	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	22	PM10	2298	0.776	0.013	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	22	PM10	2204	0.776	0.013	1801	120	28	2	4	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A NB HOUSTON	2010	Midtown	22	PM10	2223	0.776	0.013	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	22	PM10	2352	0.776	0.013	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	22	PM10	1801	0.571	0.017	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	22	PM10	1814	0.571	0.017	1611	120	43	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	22	PM10	1787	0.571	0.017	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	22	PM10	1782	0.570	0.007	1617	120	50	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	22	PM10	2075	0.570	0.007	1704	120	53	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	22	PM10	2107	0.570	0.007	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	22	PM10	2222	0.570	0.007	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	22	PM10	2415	0.777	0.016	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	22	PM10	2306	0.777	0.016	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	22	PM10	1969	0.777	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	22	PM10	1969	0.777	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	22	PM10	192	0.577	0.066	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	22	PM10	244	0.570	0.007	1728	120	98	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	22	PM10	209	0.570	0.007	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	22	PM10	1643	0.571	0.017	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	22	PM10	2000	0.570	0.007	1818	120	61	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	22	PM10	2145	0.570	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	22	PM10	568	0.776	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	22	PM10	916	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	22	PM10	895	0.781	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	22	PM10	3557	0.785	0.096	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	22	PM10	8	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	22	PM10	2	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	22	PM10	86	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	22	PM10	234	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	22	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	22	PM10	13	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	22	PM10	284	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	22	PM10	892	0.785	0.096	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	23	PM10	1508	0.780	0.042	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	23	PM10	1723	0.780	0.042	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	23	PM10	1942	0.780	0.042	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	23	PM10	1689	0.780	0.042	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	23	PM10	1798	0.780	0.042	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	23	PM10	1746	0.777	0.022	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	23	PM10	2042	0.777	0.022	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	23	PM10	2340	0.777	0.022	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	23	PM10	2357	0.777	0.022	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	23	PM10	2191	0.777	0.022	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	23	PM10	2286	0.777	0.022	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	23	PM10	2494	0.777	0.022	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	23	PM10	2709	0.777	0.022	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	23	PM10	2616	0.777	0.022	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	23	PM10	2700	0.777	0.022	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	23	PM10	102	0.784	0.068	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	23	PM10	146	0.779	0.029	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	23	PM10	135	0.779	0.029	1406	90	27	2	2	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 38 ST	2010	Midtown	23	PM10	184	0.779	0.029	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	23	PM10	151	0.779	0.029	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	23	PM10	148	0.779	0.029	1195	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	23	PM10	141	0.776	0.009	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	23	PM10	206	0.776	0.009	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	23	PM10	1350	0.778	0.030	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	23	PM10	1145	0.778	0.030	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	23	PM10	1571	0.776	0.017	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	23	PM10	1255	0.778	0.030	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	23	PM10	1730	0.776	0.017	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	23	PM10	1347	0.776	0.017	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	23	PM10	1777	0.776	0.017	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	23	PM10	1770	0.776	0.017	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	23	PM10	1330	0.776	0.018	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	23	PM10	1297	0.776	0.018	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	23	PM10	1395	0.776	0.018	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	23	PM10	1240	0.776	0.018	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	23	PM10	1249	0.776	0.018	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	23	PM10	1151	0.776	0.018	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	23	PM10	362	0.776	0.016	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	23	PM10	404	0.778	0.030	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	23	PM10	404	0.776	0.031	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	23	PM10	404	0.776	0.031	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	23	PM10	472	0.776	0.031	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	23	PM10	459	0.776	0.016	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	23	PM10	532	0.776	0.016	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	23	PM10	406	0.776	0.016	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	23	PM10	399	0.778	0.030	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	23	PM10	509	0.776	0.031	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	23	PM10	382	0.778	0.033	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	23	PM10	565	0.778	0.031	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	23	PM10	448	0.777	0.039	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	23	PM10	645	0.777	0.039	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	23	PM10	632	0.777	0.039	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	23	PM10	401	0.778	0.033	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	23	PM10	389	0.778	0.033	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	23	PM10	376	0.778	0.033	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	23	PM10	733	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	23	PM10	585	0.778	0.031	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	23	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	23	PM10	294	0.776	0.012	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	23	PM10	233	0.776	0.012	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	23	PM10	319	0.776	0.012	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	23	PM10	157	0.776	0.012	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	23	PM10	546	0.776	0.034	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	23	PM10	887	0.775	0.015	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	23	PM10	606	0.776	0.034	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	23	PM10	789	0.776	0.034	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	23	PM10	452	0.776	0.033	1241	90	51	2	2	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 WB @ 10 AV	2010	Midtown	23	PM10	2193	0.776	0.014	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	23	PM10	1315	0.776	0.014	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	23	PM10	1124	0.777	0.053	1305	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	23	PM10	1122	0.777	0.053	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	23	PM10	1026	0.777	0.023	1358	120	59	3	4	1	3
6 AV @ 31 ST	2010	Midtown	23	PM10	2359	0.778	0.035	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	23	PM10	2397	0.778	0.035	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	23	PM10	2311	0.778	0.035	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	23	PM10	1967	0.778	0.035	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	23	PM10	1992	0.778	0.035	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	23	PM10	2138	0.778	0.035	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	23	PM10	1976	0.778	0.035	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	23	PM10	2049	0.778	0.035	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	23	PM10	1931	0.782	0.053	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	23	PM10	1839	0.782	0.053	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	23	PM10	1801	0.782	0.053	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	23	PM10	2185	0.782	0.053	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	23	PM10	2266	0.782	0.053	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	23	PM10	2765	0.782	0.053	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	23	PM10	2447	0.782	0.053	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	23	PM10	764	0.778	0.028	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	23	PM10	878	0.778	0.028	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	23	PM10	950	0.778	0.028	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	23	PM10	950	0.778	0.028	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	23	PM10	975	0.778	0.028	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	23	PM10	1073	0.778	0.028	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	23	PM10	1175	0.778	0.028	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	23	PM10	1750	0.788	0.099	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	23	PM10	1557	0.788	0.099	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	23	PM10	1500	0.788	0.099	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	23	PM10	610	0.788	0.099	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	23	PM10	1246	0.788	0.099	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	23	PM10	503	0.788	0.099	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	23	PM10	447	0.788	0.099	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	23	PM10	2493	0.570	0.011	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	23	PM10	2916	0.570	0.011	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	23	PM10	3008	0.570	0.011	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	23	PM10	3101	0.570	0.010	1576	120	53	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	23	PM10	2858	0.570	0.010	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	23	PM10	2824	0.570	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	23	PM10	2809	0.570	0.010	1717	120	61	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	23	PM10	3029	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	23	PM10	3082	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	23	PM10	2853	0.570	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	23	PM10	1947	0.776	0.013	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	23	PM10	1866	0.776	0.013	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	23	PM10	1884	0.776	0.013	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	23	PM10	1992	0.776	0.013	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	23	PM10	1838	0.571	0.017	1769	90	30	2	4	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SB @ 36 ST	2010	Midtown	23	PM10	1851	0.571	0.017	1611	120	43	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	23	PM10	1825	0.571	0.017	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	23	PM10	1818	0.570	0.007	1617	120	50	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	23	PM10	1906	0.570	0.007	1704	120	53	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	23	PM10	1932	0.570	0.007	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	23	PM10	2036	0.570	0.007	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	23	PM10	2275	0.777	0.016	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	23	PM10	2172	0.777	0.016	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	23	PM10	1851	0.777	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	23	PM10	1851	0.777	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	23	PM10	196	0.577	0.065	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	23	PM10	226	0.570	0.007	1728	120	98	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	23	PM10	198	0.570	0.007	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	23	PM10	1677	0.571	0.017	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	23	PM10	1833	0.570	0.007	1818	120	61	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	23	PM10	2034	0.570	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	23	PM10	115	0.776	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	23	PM10	1167	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	23	PM10	1010	0.781	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	23	PM10	3516	0.785	0.096	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	23	PM10	11	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	23	PM10	3	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	23	PM10	122	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	23	PM10	177	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	23	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	23	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	23	PM10	205	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	23	PM10	1018	0.785	0.096	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	24	PM10	1511	0.780	0.041	1176	90	35	2	4	1	4
10 AV NB @ 33 ST	2010	Midtown	24	PM10	1699	0.780	0.040	1192	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	24	PM10	1868	0.780	0.040	1283	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	24	PM10	1692	0.780	0.039	1241	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	24	PM10	1842	0.780	0.039	1192	90	35	2	4	1	4
10 AV NB @ 37 ST	2010	Midtown	24	PM10	1786	0.777	0.021	1225	90	37	2	5	1	4
10 AV NB @ 38 ST	2010	Midtown	24	PM10	2113	0.777	0.021	1324	90	35	2	5	1	4
10 AV NB @ 39 ST	2010	Midtown	24	PM10	2301	0.777	0.021	1373	90	40	2	5	1	4
10 AV NB @ 40 ST	2010	Midtown	24	PM10	2227	0.777	0.021	1337	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	24	PM10	2135	0.777	0.021	1405	90	50	2	5	1	3
10 AV NB @ 42 ST	2010	Midtown	24	PM10	2186	0.777	0.021	1328	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	24	PM10	2340	0.777	0.021	1284	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	24	PM10	2625	0.777	0.022	1272	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	24	PM10	2540	0.777	0.022	1264	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	24	PM10	2617	0.777	0.022	1220	90	36	2	4	1	4
11 AV NB @ 35 ST	2010	Midtown	24	PM10	97	0.784	0.066	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	24	PM10	157	0.779	0.028	1341	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	24	PM10	137	0.779	0.028	1406	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	24	PM10	172	0.779	0.028	1513	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	24	PM10	123	0.779	0.028	1452	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	24	PM10	109	0.778	0.023	1195	90	27	2	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 45 ST	2010	Midtown	24	PM10	211	0.775	0.006	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	24	PM10	291	0.776	0.007	1314	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	24	PM10	1399	0.778	0.029	1339	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	24	PM10	1165	0.778	0.029	1358	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	24	PM10	1639	0.776	0.017	1372	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	24	PM10	1326	0.778	0.029	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	24	PM10	1838	0.776	0.017	1232	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	24	PM10	1484	0.776	0.017	1446	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	24	PM10	1915	0.776	0.017	1296	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	24	PM10	1847	0.776	0.017	1345	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	24	PM10	1466	0.776	0.017	1400	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	24	PM10	1330	0.776	0.017	1394	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	24	PM10	1306	0.776	0.018	1480	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	24	PM10	1158	0.776	0.018	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	24	PM10	1163	0.776	0.018	1364	90	27	2	4	1	4
11 AV SB @ 45 ST	2010	Midtown	24	PM10	1074	0.776	0.018	1386	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	24	PM10	371	0.776	0.014	870	90	55	2	2	1	3
34 EB @ 11 AV	2010	Midtown	24	PM10	388	0.778	0.029	1047	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	24	PM10	346	0.776	0.028	1266	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	24	PM10	364	0.776	0.029	1262	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	24	PM10	416	0.776	0.028	1258	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	24	PM10	483	0.776	0.015	763	90	45	2	2	1	3
34 EB @ 9 AV	2010	Midtown	24	PM10	539	0.776	0.015	1120	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	24	PM10	407	0.776	0.015	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	24	PM10	385	0.778	0.029	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	24	PM10	429	0.776	0.029	1187	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	24	PM10	405	0.778	0.031	1121	90	55	2	2	1	3
34 WB @ 11 AV	2010	Midtown	24	PM10	508	0.777	0.030	1055	90	63	2	2	1	5
34 WB @ 5 AV	2010	Midtown	24	PM10	444	0.777	0.037	1274	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	24	PM10	631	0.777	0.038	1241	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	24	PM10	614	0.777	0.038	981	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	24	PM10	415	0.778	0.031	1160	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	24	PM10	420	0.778	0.030	1333	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	24	PM10	404	0.778	0.030	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	24	PM10	725	0.778	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	24	PM10	560	0.777	0.030	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	24	PM10	0	0.000	0.000	943	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	24	PM10	413	0.776	0.011	1517	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	24	PM10	309	0.776	0.011	1263	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	24	PM10	296	0.776	0.011	1038	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	24	PM10	193	0.776	0.008	1244	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	24	PM10	359	0.776	0.033	584	90	57	2	2	1	5
42 EB @ 11 AV	2010	Midtown	24	PM10	546	0.775	0.015	1172	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	24	PM10	413	0.776	0.033	1268	90	40	2	3	1	3
42 EB @ 9 AV	2010	Midtown	24	PM10	552	0.776	0.032	1136	90	54	3	2	1	3
42 EB @ Dyer AV	2010	Midtown	24	PM10	309	0.776	0.033	1241	90	51	2	2	1	3
42 WB @ 10 AV	2010	Midtown	24	PM10	1995	0.776	0.014	953	90	57	2	2	1	3
42 WB @ 11 AV	2010	Midtown	24	PM10	1208	0.776	0.014	1407	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	24	PM10	1020	0.777	0.052	1305	90	54	3	3	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 WB @ Dyer AV	2010	Midtown	24	PM10	1033	0.777	0.052	1276	90	51	2	2	1	3
42 WB @ 12 AV	2010	Midtown	24	PM10	1073	0.777	0.023	1358	120	59	3	4	1	3
6 AV @ 31 ST	2010	Midtown	24	PM10	2255	0.778	0.034	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	24	PM10	2286	0.778	0.034	1287	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	24	PM10	2203	0.778	0.034	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	24	PM10	1886	0.778	0.034	1378	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	24	PM10	1910	0.778	0.034	1413	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	24	PM10	2050	0.778	0.034	1273	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	24	PM10	1894	0.778	0.034	1296	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	24	PM10	1965	0.778	0.034	1286	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	24	PM10	2262	0.782	0.050	1339	90	41	2	5	1	4
9 AVE SB 31 ST	2010	Midtown	24	PM10	2112	0.782	0.050	1248	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	24	PM10	2093	0.782	0.050	1386	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	24	PM10	2248	0.782	0.051	1257	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	24	PM10	2312	0.782	0.051	1226	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	24	PM10	2806	0.782	0.051	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	24	PM10	2480	0.782	0.051	1246	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	24	PM10	804	0.778	0.028	1441	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	24	PM10	923	0.778	0.028	1232	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	24	PM10	998	0.778	0.028	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	24	PM10	1004	0.778	0.028	1346	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	24	PM10	1024	0.778	0.028	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	24	PM10	1124	0.778	0.028	1230	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	24	PM10	1241	0.778	0.028	1227	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	24	PM10	1719	0.788	0.097	1377	120	45	2	3	1	5
CANAL EB HUDSON	2010	Midtown	24	PM10	1533	0.788	0.097	964	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	24	PM10	1478	0.788	0.097	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	24	PM10	568	0.788	0.099	1296	120	45	2	1	1	5
CANAL WB HUDSON	2010	Midtown	24	PM10	1161	0.788	0.099	1451	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	24	PM10	467	0.788	0.099	1432	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	24	PM10	416	0.788	0.099	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	24	PM10	2197	0.570	0.011	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	24	PM10	2554	0.570	0.011	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	24	PM10	2635	0.570	0.011	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	24	PM10	2733	0.570	0.010	1576	120	53	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	24	PM10	2512	0.570	0.010	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	24	PM10	2442	0.570	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	24	PM10	2299	0.570	0.010	1717	120	61	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	24	PM10	2642	0.570	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	24	PM10	2723	0.570	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	24	PM10	2510	0.570	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	24	PM10	1547	0.776	0.013	1723	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	24	PM10	1482	0.776	0.013	1801	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	24	PM10	1496	0.776	0.013	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	24	PM10	1583	0.776	0.013	1738	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	24	PM10	1545	0.571	0.017	1769	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	24	PM10	1567	0.571	0.017	1611	120	43	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	24	PM10	1545	0.571	0.017	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	24	PM10	1525	0.570	0.007	1617	120	50	2	4	1	3

Table T10-1
PM10 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SB @ 40 ST	2010	Midtown	24	PM10	1648	0.570	0.007	1704	120	53	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	24	PM10	1693	0.570	0.007	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	24	PM10	1756	0.570	0.007	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	24	PM10	2439	0.776	0.015	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	24	PM10	2335	0.776	0.015	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	24	PM10	1951	0.776	0.015	1837	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	24	PM10	1951	0.776	0.015	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	24	PM10	178	0.576	0.059	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	24	PM10	183	0.570	0.007	1728	120	98	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	24	PM10	177	0.570	0.007	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	24	PM10	1390	0.571	0.017	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	24	PM10	1586	0.570	0.007	1818	120	61	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	24	PM10	1676	0.570	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	24	PM10	137	0.776	0.009	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	24	PM10	719	0.782	0.050	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	24	PM10	962	0.781	0.047	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	24	PM10	3056	0.784	0.091	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	24	PM10	5	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	24	PM10	2	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	24	PM10	140	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	24	PM10	134	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	24	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	24	PM10	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	24	PM10	194	0.781	0.368	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	24	PM10	1042	0.784	0.092	0	0	0	0	0	0	0

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 31 ST	2025	Midtown	1	1	PM25	1538	0.098	0.028	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	1	1	PM25	1658	0.098	0.028	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	1	1	PM25	1720	0.098	0.029	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	1	1	PM25	1773	0.098	0.028	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	1	1	PM25	1845	0.098	0.027	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	1	1	PM25	2073	0.098	0.013	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	1	1	PM25	2201	0.098	0.013	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	1	1	PM25	2278	0.098	0.011	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	1	1	PM25	2087	0.098	0.013	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	1	1	PM25	2183	0.098	0.011	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	1	1	PM25	2547	0.098	0.012	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	1	1	PM25	2763	0.098	0.014	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	1	1	PM25	2244	0.098	0.017	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	1	1	PM25	2178	0.098	0.017	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	1	1	PM25	2165	0.098	0.017	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	1	1	PM25	77	0.099	0.053	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	1	1	PM25	343	0.097	0.007	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	1	1	PM25	273	0.097	0.007	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	1	1	PM25	391	0.097	0.007	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	1	1	PM25	219	0.098	0.009	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	1	1	PM25	394	0.097	0.003	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	1	1	PM25	432	0.097	-0.003	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	1	1	PM25	531	0.097	0.000	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	1	1	PM25	1088	0.098	0.012	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	1	1	PM25	848	0.098	0.013	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	1	1	PM25	1211	0.097	0.007	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	1	1	PM25	790	0.098	0.014	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	1	1	PM25	1015	0.097	0.008	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	1	1	PM25	821	0.098	0.009	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	1	1	PM25	1024	0.098	0.009	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	1	1	PM25	735	0.098	0.010	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	1	1	PM25	1297	0.098	0.011	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	1	1	PM25	1152	0.098	0.011	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	1	1	PM25	912	0.098	0.013	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	1	1	PM25	791	0.098	0.014	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	1	1	PM25	775	0.098	0.014	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	1	1	PM25	721	0.098	0.014	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	1	1	PM25	587	0.098	0.019	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	1	1	PM25	471	0.099	0.037	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	1	1	PM25	530	0.099	0.033	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	1	1	PM25	507	0.099	0.033	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	1	1	PM25	631	0.098	0.029	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	1	1	PM25	767	0.098	0.018	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	1	1	PM25	816	0.098	0.018	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	1	1	PM25	605	0.098	0.018	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	1	1	PM25	452	0.098	0.023	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	1	1	PM25	558	0.099	0.033	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	1	1	PM25	384	0.098	0.021	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	1	1	PM25	425	0.098	0.028	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	1	1	PM25	364	0.098	0.026	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	1	1	PM25	450	0.098	0.029	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	1	1	PM25	438	0.098	0.029	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	1	1	PM25	429	0.098	0.022	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	1	1	PM25	417	0.098	0.021	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	1	1	PM25	378	0.098	0.021	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	1	1	PM25	548	0.098	0.031	1452	120	23	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 12 AV	2025	Midtown	1	1	PM25	566	0.098	0.023	1737	90	42	3	3	1	3
39 EB @ 11 AV	2025	Midtown	1	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	1	1	PM25	292	0.098	0.008	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	1	1	PM25	493	0.097	0.004	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	1	1	PM25	566	0.098	0.010	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	1	1	PM25	448	0.098	0.009	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	1	1	PM25	220	0.098	0.026	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	1	1	PM25	399	0.098	0.010	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	1	1	PM25	444	0.098	0.030	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	1	1	PM25	533	0.098	0.022	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	1	1	PM25	241	0.098	0.017	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	1	1	PM25	882	0.098	0.012	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	1	1	PM25	655	0.098	0.010	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	1	1	PM25	433	0.099	0.045	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	1	1	PM25	498	0.099	0.038	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	1	1	PM25	513	0.098	0.018	1270	90	35	3	4	1	3
6 AV @ 31 ST	2025	Midtown	1	1	PM25	1818	0.098	0.031	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	1	1	PM25	1814	0.098	0.031	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	1	1	PM25	1881	0.098	0.031	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	1	1	PM25	1666	0.098	0.031	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	1	1	PM25	1695	0.098	0.032	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	1	1	PM25	1775	0.098	0.032	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	1	1	PM25	1746	0.098	0.031	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	1	1	PM25	1761	0.098	0.032	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	1	1	PM25	2115	0.098	0.034	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	1	1	PM25	2122	0.098	0.034	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	1	1	PM25	2094	0.098	0.033	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	1	1	PM25	1762	0.098	0.032	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	1	1	PM25	1824	0.098	0.031	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	1	1	PM25	2190	0.098	0.034	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	1	1	PM25	1808	0.098	0.032	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	1	1	PM25	560	0.098	0.024	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	1	1	PM25	606	0.098	0.025	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	1	1	PM25	613	0.098	0.025	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	1	1	PM25	609	0.098	0.025	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	1	1	PM25	645	0.098	0.024	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	1	1	PM25	659	0.098	0.024	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	1	1	PM25	863	0.098	0.023	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	1	1	PM25	956	0.099	0.067	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	1	1	PM25	892	0.099	0.066	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	1	1	PM25	942	0.099	0.067	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	1	1	PM25	362	0.100	0.081	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	1	1	PM25	581	0.100	0.086	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	1	1	PM25	340	0.100	0.076	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	1	1	PM25	297	0.100	0.079	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	1	1	PM25	1201	0.047	0.010	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	1	1	PM25	1289	0.047	0.009	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	1	1	PM25	1305	0.047	0.009	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	1	1	PM25	1384	0.047	0.009	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	1	1	PM25	1545	0.047	0.009	1465	90	9	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	1	1	PM25	1428	0.047	0.009	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	1	1	PM25	1460	0.047	0.008	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	1	1	PM25	1736	0.047	0.008	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	1	1	PM25	1838	0.047	0.008	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	1	1	PM25	1893	0.047	0.008	1713	90	46	2	4	1	5

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A NB CANAL	2025	Midtown	1	1	PM25	1188	0.098	0.012	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	1	1	PM25	1024	0.098	0.012	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	1	1	PM25	1132	0.098	0.012	1806	90	39	2	5	1	3
9A NB WATTS	2025	Midtown	1	1	PM25	1217	0.098	0.012	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	1	1	PM25	986	0.047	0.014	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	1	1	PM25	1035	0.047	0.014	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	1	1	PM25	1032	0.047	0.014	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	1	1	PM25	1026	0.047	0.005	1609	90	46	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	1	1	PM25	1021	0.047	0.005	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	1	1	PM25	940	0.047	0.006	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	1	1	PM25	936	0.047	0.006	1572	90	48	2	5	1	3
9A SB CANAL	2025	Midtown	1	1	PM25	2131	0.098	0.010	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	1	1	PM25	2034	0.098	0.010	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	1	1	PM25	1447	0.098	0.010	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	1	1	PM25	1447	0.098	0.010	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	1	1	PM25	201	0.048	0.034	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	1	1	PM25	77	0.047	0.006	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	1	1	PM25	55	0.047	0.006	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	1	1	PM25	801	0.047	0.015	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	1	1	PM25	877	0.047	0.006	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	1	1	PM25	945	0.047	0.006	1783	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	1	1	PM25	384	0.097	0.002	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	1	1	PM25	306	0.097	-0.002	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	1	1	PM25	803	0.099	0.043	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	1	1	PM25	2152	0.099	0.052	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	1	1	PM25	1	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	1	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	1	1	PM25	21	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	1	1	PM25	77	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	1	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	1	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	1	1	PM25	146	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	1	1	PM25	513	0.099	0.049	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	2	1	PM25	1017	0.098	0.037	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	2	1	PM25	1126	0.098	0.037	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	2	1	PM25	1191	0.098	0.037	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	2	1	PM25	1155	0.098	0.037	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	2	1	PM25	1177	0.098	0.037	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	2	1	PM25	1127	0.098	0.021	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	2	1	PM25	1183	0.098	0.021	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	2	1	PM25	906	0.098	0.020	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	2	1	PM25	896	0.098	0.021	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	2	1	PM25	875	0.098	0.020	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	2	1	PM25	1040	0.098	0.020	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	2	1	PM25	1284	0.098	0.021	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	2	1	PM25	1270	0.098	0.022	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	2	1	PM25	1216	0.098	0.022	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	2	1	PM25	1208	0.098	0.022	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	2	1	PM25	46	0.099	0.061	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	2	1	PM25	77	0.098	0.020	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	2	1	PM25	68	0.098	0.020	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	2	1	PM25	90	0.098	0.020	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	2	1	PM25	69	0.098	0.022	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	2	1	PM25	104	0.098	0.019	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	2	1	PM25	58	0.097	0.003	1123	90	27	2	3	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 46 ST	2025	Midtown	2	1	PM25	114	0.097	0.006	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	2	1	PM25	378	0.098	0.026	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	2	1	PM25	320	0.098	0.026	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	2	1	PM25	359	0.098	0.016	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	2	1	PM25	272	0.098	0.027	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	2	1	PM25	340	0.098	0.016	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	2	1	PM25	289	0.098	0.017	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	2	1	PM25	388	0.098	0.017	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	2	1	PM25	287	0.098	0.017	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	2	1	PM25	529	0.098	0.018	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	2	1	PM25	503	0.098	0.018	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	2	1	PM25	404	0.098	0.018	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	2	1	PM25	362	0.098	0.018	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	2	1	PM25	361	0.098	0.018	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	2	1	PM25	330	0.098	0.018	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	2	1	PM25	211	0.098	0.016	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	2	1	PM25	287	0.098	0.029	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	2	1	PM25	178	0.099	0.033	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	2	1	PM25	178	0.099	0.033	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	2	1	PM25	188	0.099	0.033	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	2	1	PM25	338	0.098	0.017	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	2	1	PM25	362	0.098	0.017	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	2	1	PM25	192	0.098	0.016	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	2	1	PM25	284	0.098	0.029	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	2	1	PM25	194	0.099	0.033	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	2	1	PM25	172	0.098	0.031	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	2	1	PM25	251	0.098	0.030	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	2	1	PM25	157	0.099	0.041	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	2	1	PM25	213	0.099	0.041	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	2	1	PM25	208	0.099	0.041	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	2	1	PM25	199	0.098	0.031	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	2	1	PM25	184	0.098	0.031	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	2	1	PM25	170	0.098	0.031	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	2	1	PM25	303	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	2	1	PM25	260	0.098	0.030	1737	90	42	3	3	1	3
39 EB @ 11 AV	2025	Midtown	2	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	2	1	PM25	149	0.098	0.012	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	2	1	PM25	153	0.098	0.010	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	2	1	PM25	284	0.098	0.012	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	2	1	PM25	216	0.098	0.012	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	2	1	PM25	109	0.099	0.036	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	2	1	PM25	172	0.098	0.016	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	2	1	PM25	230	0.099	0.036	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	2	1	PM25	217	0.099	0.034	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	2	1	PM25	85	0.099	0.033	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	2	1	PM25	488	0.098	0.015	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	2	1	PM25	285	0.098	0.014	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	2	1	PM25	247	0.099	0.056	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	2	1	PM25	255	0.099	0.055	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	2	1	PM25	261	0.098	0.021	1270	90	35	3	4	1	3
6 AV @ 31 ST	2025	Midtown	2	1	PM25	1113	0.098	0.033	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	2	1	PM25	1118	0.098	0.033	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	2	1	PM25	1163	0.098	0.033	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	2	1	PM25	1042	0.098	0.033	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	2	1	PM25	1050	0.098	0.033	1413	90	40	2	4	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
6 AV @ 36 ST	2025	Midtown	2	1	PM25	1105	0.098	0.033	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	2	1	PM25	1078	0.098	0.033	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	2	1	PM25	1093	0.098	0.033	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	2	1	PM25	1190	0.099	0.046	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	2	1	PM25	1109	0.099	0.046	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	2	1	PM25	1131	0.099	0.046	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	2	1	PM25	856	0.099	0.046	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	2	1	PM25	837	0.099	0.046	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	2	1	PM25	1022	0.099	0.046	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	2	1	PM25	903	0.099	0.046	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	2	1	PM25	456	0.098	0.026	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	2	1	PM25	496	0.098	0.026	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	2	1	PM25	502	0.098	0.026	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	2	1	PM25	502	0.098	0.026	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	2	1	PM25	515	0.098	0.026	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	2	1	PM25	533	0.098	0.026	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	2	1	PM25	669	0.098	0.026	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	2	1	PM25	430	0.100	0.084	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	2	1	PM25	395	0.100	0.084	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	2	1	PM25	422	0.100	0.084	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	2	1	PM25	257	0.100	0.087	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	2	1	PM25	436	0.100	0.087	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	2	1	PM25	228	0.100	0.087	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	2	1	PM25	207	0.100	0.087	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	2	1	PM25	671	0.047	0.011	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	2	1	PM25	705	0.047	0.011	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	2	1	PM25	715	0.047	0.011	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	2	1	PM25	723	0.047	0.010	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	2	1	PM25	792	0.047	0.010	1465	90	9	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	2	1	PM25	768	0.047	0.010	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	2	1	PM25	771	0.047	0.010	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	2	1	PM25	849	0.047	0.010	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	2	1	PM25	862	0.047	0.010	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	2	1	PM25	939	0.047	0.010	1713	90	46	2	4	1	5
9A NB CANAL	2025	Midtown	2	1	PM25	628	0.098	0.013	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	2	1	PM25	537	0.098	0.013	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	2	1	PM25	572	0.098	0.013	1806	90	39	2	5	1	3
9A NB WATTS	2025	Midtown	2	1	PM25	634	0.098	0.013	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	2	1	PM25	488	0.047	0.016	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	2	1	PM25	492	0.047	0.016	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	2	1	PM25	491	0.047	0.016	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	2	1	PM25	480	0.047	0.007	1609	90	46	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	2	1	PM25	487	0.047	0.007	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	2	1	PM25	486	0.047	0.007	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	2	1	PM25	489	0.047	0.007	1572	90	48	2	5	1	3
9A SB CANAL	2025	Midtown	2	1	PM25	841	0.098	0.014	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	2	1	PM25	797	0.098	0.014	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	2	1	PM25	562	0.098	0.014	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	2	1	PM25	562	0.098	0.014	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	2	1	PM25	68	0.049	0.059	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	2	1	PM25	43	0.047	0.006	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	2	1	PM25	28	0.047	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	2	1	PM25	426	0.047	0.017	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	2	1	PM25	461	0.047	0.007	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	2	1	PM25	507	0.047	0.007	1783	90	35	2	4	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	2	1	PM25	69	0.098	0.008	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	2	1	PM25	21	0.097	-0.001	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	2	1	PM25	508	0.099	0.044	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	2	1	PM25	759	0.100	0.084	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	2	1	PM25	1	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	2	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	2	1	PM25	5	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	2	1	PM25	12	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	2	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	2	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	2	1	PM25	32	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	2	1	PM25	130	0.100	0.080	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	3	1	PM25	744	0.098	0.037	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	3	1	PM25	824	0.098	0.037	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	3	1	PM25	873	0.098	0.038	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	3	1	PM25	847	0.098	0.038	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	3	1	PM25	864	0.098	0.038	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	3	1	PM25	812	0.098	0.022	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	3	1	PM25	850	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	3	1	PM25	636	0.098	0.022	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	3	1	PM25	641	0.098	0.022	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	3	1	PM25	618	0.098	0.022	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	3	1	PM25	737	0.098	0.022	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	3	1	PM25	927	0.098	0.022	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	3	1	PM25	968	0.098	0.022	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	3	1	PM25	925	0.098	0.022	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	3	1	PM25	919	0.098	0.022	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	3	1	PM25	33	0.099	0.062	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	3	1	PM25	44	0.098	0.024	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	3	1	PM25	40	0.098	0.024	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	3	1	PM25	50	0.098	0.024	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	3	1	PM25	42	0.098	0.025	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	3	1	PM25	56	0.098	0.024	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	3	1	PM25	32	0.097	0.007	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	3	1	PM25	81	0.098	0.008	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	3	1	PM25	260	0.098	0.028	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	3	1	PM25	225	0.098	0.028	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	3	1	PM25	246	0.098	0.017	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	3	1	PM25	194	0.098	0.028	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	3	1	PM25	239	0.098	0.017	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	3	1	PM25	206	0.098	0.017	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	3	1	PM25	278	0.098	0.017	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	3	1	PM25	210	0.098	0.017	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	3	1	PM25	379	0.098	0.018	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	3	1	PM25	360	0.098	0.018	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	3	1	PM25	327	0.098	0.018	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	3	1	PM25	298	0.098	0.018	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	3	1	PM25	297	0.098	0.018	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	3	1	PM25	271	0.098	0.018	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	3	1	PM25	146	0.098	0.017	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	3	1	PM25	204	0.098	0.029	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	3	1	PM25	134	0.099	0.034	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	3	1	PM25	134	0.099	0.034	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	3	1	PM25	141	0.099	0.034	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	3	1	PM25	236	0.098	0.017	754	90	45	2	2	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ 9 AV	2025	Midtown	3	1	PM25	252	0.098	0.017	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	3	1	PM25	131	0.098	0.017	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	3	1	PM25	202	0.098	0.029	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	3	1	PM25	146	0.099	0.034	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	3	1	PM25	130	0.098	0.031	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	3	1	PM25	189	0.098	0.031	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	3	1	PM25	100	0.099	0.041	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	3	1	PM25	136	0.099	0.041	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	3	1	PM25	133	0.099	0.041	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	3	1	PM25	150	0.098	0.031	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	3	1	PM25	139	0.098	0.031	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	3	1	PM25	128	0.098	0.031	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	3	1	PM25	230	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	3	1	PM25	190	0.098	0.030	1737	90	42	3	3	1	3
39 EB @ 11 AV	2025	Midtown	3	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	3	1	PM25	123	0.098	0.012	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	3	1	PM25	112	0.098	0.012	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	3	1	PM25	185	0.098	0.012	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	3	1	PM25	141	0.098	0.012	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	3	1	PM25	99	0.099	0.036	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	3	1	PM25	149	0.098	0.017	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	3	1	PM25	209	0.099	0.036	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	3	1	PM25	190	0.099	0.036	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	3	1	PM25	73	0.099	0.036	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	3	1	PM25	317	0.098	0.015	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	3	1	PM25	181	0.098	0.015	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	3	1	PM25	162	0.099	0.056	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	3	1	PM25	164	0.099	0.056	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	3	1	PM25	167	0.098	0.022	1270	90	35	3	4	1	3
6 AV @ 31 ST	2025	Midtown	3	1	PM25	745	0.098	0.033	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	3	1	PM25	748	0.098	0.033	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	3	1	PM25	778	0.098	0.033	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	3	1	PM25	697	0.098	0.033	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	3	1	PM25	703	0.098	0.033	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	3	1	PM25	740	0.098	0.033	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	3	1	PM25	721	0.098	0.033	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	3	1	PM25	731	0.098	0.033	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	3	1	PM25	884	0.099	0.047	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	3	1	PM25	823	0.099	0.047	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	3	1	PM25	840	0.099	0.047	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	3	1	PM25	531	0.099	0.047	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	3	1	PM25	517	0.099	0.047	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	3	1	PM25	634	0.099	0.047	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	3	1	PM25	559	0.099	0.047	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	3	1	PM25	237	0.098	0.027	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	3	1	PM25	258	0.098	0.027	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	3	1	PM25	261	0.098	0.027	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	3	1	PM25	261	0.098	0.027	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	3	1	PM25	268	0.098	0.027	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	3	1	PM25	278	0.098	0.027	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	3	1	PM25	349	0.098	0.027	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	3	1	PM25	278	0.100	0.087	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	3	1	PM25	255	0.100	0.087	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	3	1	PM25	273	0.100	0.087	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	3	1	PM25	187	0.100	0.087	1536	120	45	2	2	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
CANAL WB HUDSON	2025	Midtown	3	1	PM25	318	0.100	0.087	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	3	1	PM25	166	0.100	0.087	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	3	1	PM25	151	0.100	0.087	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	3	1	PM25	427	0.047	0.011	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	3	1	PM25	448	0.047	0.011	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	3	1	PM25	454	0.047	0.011	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	3	1	PM25	459	0.047	0.011	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	3	1	PM25	517	0.047	0.011	1465	90	9	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	3	1	PM25	502	0.047	0.011	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	3	1	PM25	501	0.047	0.011	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	3	1	PM25	548	0.047	0.010	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	3	1	PM25	553	0.047	0.010	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	3	1	PM25	599	0.047	0.010	1713	90	46	2	4	1	5
9A NB CANAL	2025	Midtown	3	1	PM25	403	0.098	0.013	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	3	1	PM25	345	0.098	0.013	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	3	1	PM25	367	0.098	0.013	1806	90	39	2	5	1	3
9A NB WATTS	2025	Midtown	3	1	PM25	407	0.098	0.013	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	3	1	PM25	301	0.047	0.017	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	3	1	PM25	305	0.047	0.017	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	3	1	PM25	304	0.047	0.017	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	3	1	PM25	296	0.047	0.007	1609	90	46	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	3	1	PM25	319	0.047	0.007	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	3	1	PM25	322	0.047	0.007	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	3	1	PM25	326	0.047	0.007	1572	90	48	2	5	1	3
9A SB CANAL	2025	Midtown	3	1	PM25	540	0.098	0.015	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	3	1	PM25	511	0.098	0.015	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	3	1	PM25	362	0.098	0.015	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	3	1	PM25	362	0.098	0.015	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	3	1	PM25	42	0.049	0.060	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	3	1	PM25	29	0.047	0.006	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	3	1	PM25	19	0.047	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	3	1	PM25	264	0.047	0.017	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	3	1	PM25	306	0.047	0.007	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	3	1	PM25	347	0.047	0.007	1783	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	3	1	PM25	24	0.098	0.010	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	3	1	PM25	3	0.097	-0.005	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	3	1	PM25	358	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	3	1	PM25	471	0.101	0.090	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	3	1	PM25	2	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	3	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	3	1	PM25	1	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	3	1	PM25	4	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	3	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	3	1	PM25	1	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	3	1	PM25	11	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	3	1	PM25	76	0.100	0.088	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	4	1	PM25	625	0.098	0.038	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	4	1	PM25	692	0.098	0.038	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	4	1	PM25	734	0.098	0.038	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	4	1	PM25	712	0.098	0.038	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	4	1	PM25	727	0.098	0.038	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	4	1	PM25	679	0.098	0.022	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	4	1	PM25	711	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	4	1	PM25	561	0.098	0.022	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	4	1	PM25	569	0.098	0.022	1325	90	41	2	6	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 41 ST	2025	Midtown	4	1	PM25	547	0.098	0.022	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	4	1	PM25	653	0.098	0.022	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	4	1	PM25	825	0.098	0.022	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	4	1	PM25	847	0.098	0.022	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	4	1	PM25	810	0.098	0.022	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	4	1	PM25	805	0.098	0.022	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	4	1	PM25	34	0.099	0.062	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	4	1	PM25	42	0.098	0.026	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	4	1	PM25	38	0.098	0.026	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	4	1	PM25	47	0.098	0.026	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	4	1	PM25	41	0.098	0.025	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	4	1	PM25	52	0.098	0.025	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	4	1	PM25	22	0.098	0.009	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	4	1	PM25	60	0.098	0.009	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	4	1	PM25	209	0.098	0.028	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	4	1	PM25	182	0.098	0.028	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	4	1	PM25	197	0.098	0.017	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	4	1	PM25	157	0.098	0.028	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	4	1	PM25	193	0.098	0.017	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	4	1	PM25	167	0.098	0.017	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	4	1	PM25	226	0.098	0.017	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	4	1	PM25	171	0.098	0.017	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	4	1	PM25	308	0.098	0.018	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	4	1	PM25	293	0.098	0.018	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	4	1	PM25	265	0.098	0.018	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	4	1	PM25	242	0.098	0.018	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	4	1	PM25	242	0.098	0.018	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	4	1	PM25	221	0.098	0.018	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	4	1	PM25	109	0.098	0.017	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	4	1	PM25	155	0.098	0.029	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	4	1	PM25	104	0.099	0.034	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	4	1	PM25	104	0.099	0.034	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	4	1	PM25	110	0.099	0.034	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	4	1	PM25	178	0.098	0.017	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	4	1	PM25	190	0.098	0.017	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	4	1	PM25	98	0.098	0.017	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	4	1	PM25	153	0.098	0.029	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	4	1	PM25	114	0.099	0.034	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	4	1	PM25	101	0.098	0.031	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	4	1	PM25	146	0.098	0.031	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	4	1	PM25	85	0.099	0.041	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	4	1	PM25	116	0.099	0.041	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	4	1	PM25	113	0.099	0.041	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	4	1	PM25	116	0.098	0.031	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	4	1	PM25	108	0.098	0.031	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	4	1	PM25	99	0.098	0.031	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	4	1	PM25	178	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	4	1	PM25	146	0.098	0.031	1737	90	42	3	3	1	3
39 EB @ 11 AV	2025	Midtown	4	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	4	1	PM25	83	0.098	0.012	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	4	1	PM25	73	0.098	0.012	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	4	1	PM25	146	0.098	0.012	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	4	1	PM25	111	0.098	0.012	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	4	1	PM25	80	0.099	0.036	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	4	1	PM25	120	0.098	0.017	1143	90	52	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 EB @ 8 AV	2025	Midtown	4	1	PM25	170	0.099	0.037	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	4	1	PM25	153	0.099	0.037	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	4	1	PM25	59	0.099	0.037	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	4	1	PM25	292	0.098	0.015	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	4	1	PM25	165	0.098	0.015	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	4	1	PM25	149	0.100	0.056	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	4	1	PM25	150	0.099	0.056	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	4	1	PM25	153	0.098	0.022	1270	90	35	3	4	1	3
6 AV @ 31 ST	2025	Midtown	4	1	PM25	686	0.098	0.033	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	4	1	PM25	690	0.098	0.033	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	4	1	PM25	717	0.098	0.033	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	4	1	PM25	643	0.098	0.033	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	4	1	PM25	649	0.098	0.033	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	4	1	PM25	683	0.098	0.033	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	4	1	PM25	665	0.098	0.033	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	4	1	PM25	675	0.098	0.033	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	4	1	PM25	678	0.099	0.047	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	4	1	PM25	630	0.099	0.047	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	4	1	PM25	644	0.099	0.047	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	4	1	PM25	304	0.099	0.047	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	4	1	PM25	296	0.099	0.047	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	4	1	PM25	363	0.099	0.047	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	4	1	PM25	320	0.099	0.047	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	4	1	PM25	162	0.098	0.027	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	4	1	PM25	176	0.098	0.027	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	4	1	PM25	178	0.098	0.027	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	4	1	PM25	178	0.098	0.027	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	4	1	PM25	183	0.098	0.027	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	4	1	PM25	189	0.098	0.027	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	4	1	PM25	238	0.098	0.027	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	4	1	PM25	258	0.100	0.087	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	4	1	PM25	237	0.100	0.087	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	4	1	PM25	253	0.100	0.087	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	4	1	PM25	195	0.100	0.087	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	4	1	PM25	332	0.100	0.087	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	4	1	PM25	173	0.100	0.087	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	4	1	PM25	158	0.100	0.087	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	4	1	PM25	330	0.047	0.011	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	4	1	PM25	346	0.047	0.011	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	4	1	PM25	351	0.047	0.011	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	4	1	PM25	355	0.047	0.011	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	4	1	PM25	427	0.047	0.011	1465	90	9	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	4	1	PM25	414	0.047	0.011	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	4	1	PM25	413	0.047	0.011	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	4	1	PM25	451	0.047	0.011	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	4	1	PM25	454	0.047	0.011	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	4	1	PM25	455	0.047	0.011	1713	90	46	2	4	1	5
9A NB CANAL	2025	Midtown	4	1	PM25	377	0.098	0.013	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	4	1	PM25	322	0.098	0.013	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	4	1	PM25	342	0.098	0.013	1806	90	39	2	5	1	3
9A NB WATTS	2025	Midtown	4	1	PM25	380	0.098	0.013	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	4	1	PM25	250	0.047	0.017	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	4	1	PM25	254	0.047	0.017	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	4	1	PM25	253	0.047	0.017	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	4	1	PM25	246	0.047	0.007	1609	90	46	2	4	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SB @ 40 ST	2025	Midtown	4	1	PM25	276	0.047	0.007	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	4	1	PM25	280	0.047	0.007	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	4	1	PM25	284	0.047	0.007	1572	90	48	2	5	1	3
9A SB CANAL	2025	Midtown	4	1	PM25	404	0.098	0.015	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	4	1	PM25	382	0.098	0.015	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	4	1	PM25	271	0.098	0.015	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	4	1	PM25	271	0.098	0.015	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	4	1	PM25	35	0.049	0.060	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	4	1	PM25	25	0.047	0.006	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	4	1	PM25	17	0.047	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	4	1	PM25	220	0.047	0.017	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	4	1	PM25	267	0.047	0.007	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	4	1	PM25	310	0.047	0.007	1783	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	4	1	PM25	11	0.098	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	4	1	PM25	0	-1.698	-49.637	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	4	1	PM25	332	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	4	1	PM25	396	0.101	0.092	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	4	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	4	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	4	1	PM25	1	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	4	1	PM25	5	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	4	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	4	1	PM25	1	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	4	1	PM25	6	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	4	1	PM25	48	0.101	0.092	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	5	1	PM25	642	0.098	0.038	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	5	1	PM25	710	0.098	0.038	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	5	1	PM25	753	0.098	0.038	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	5	1	PM25	732	0.098	0.038	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	5	1	PM25	746	0.098	0.038	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	5	1	PM25	698	0.098	0.022	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	5	1	PM25	731	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	5	1	PM25	583	0.098	0.022	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	5	1	PM25	592	0.098	0.022	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	5	1	PM25	569	0.098	0.022	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	5	1	PM25	678	0.098	0.022	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	5	1	PM25	858	0.098	0.022	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	5	1	PM25	908	0.098	0.022	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	5	1	PM25	868	0.098	0.022	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	5	1	PM25	862	0.098	0.022	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	5	1	PM25	35	0.099	0.062	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	5	1	PM25	44	0.098	0.026	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	5	1	PM25	40	0.098	0.026	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	5	1	PM25	49	0.098	0.026	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	5	1	PM25	43	0.098	0.025	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	5	1	PM25	54	0.098	0.025	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	5	1	PM25	25	0.098	0.009	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	5	1	PM25	69	0.098	0.009	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	5	1	PM25	247	0.098	0.028	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	5	1	PM25	215	0.098	0.028	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	5	1	PM25	232	0.098	0.017	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	5	1	PM25	185	0.098	0.028	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	5	1	PM25	228	0.098	0.017	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	5	1	PM25	197	0.098	0.017	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	5	1	PM25	267	0.098	0.017	1274	90	27	2	4	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 39 ST	2025	Midtown	5	1	PM25	202	0.098	0.017	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	5	1	PM25	364	0.098	0.018	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	5	1	PM25	347	0.098	0.018	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	5	1	PM25	333	0.098	0.018	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	5	1	PM25	304	0.098	0.018	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	5	1	PM25	303	0.098	0.018	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	5	1	PM25	277	0.098	0.018	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	5	1	PM25	86	0.098	0.017	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	5	1	PM25	122	0.098	0.029	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	5	1	PM25	124	0.099	0.034	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	5	1	PM25	124	0.099	0.034	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	5	1	PM25	131	0.099	0.034	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	5	1	PM25	140	0.098	0.017	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	5	1	PM25	150	0.098	0.017	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	5	1	PM25	77	0.098	0.017	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	5	1	PM25	121	0.098	0.029	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	5	1	PM25	136	0.099	0.034	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	5	1	PM25	118	0.098	0.031	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	5	1	PM25	172	0.098	0.031	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	5	1	PM25	139	0.099	0.041	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	5	1	PM25	189	0.099	0.041	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	5	1	PM25	184	0.099	0.041	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	5	1	PM25	137	0.098	0.031	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	5	1	PM25	126	0.098	0.031	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	5	1	PM25	117	0.098	0.031	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	5	1	PM25	210	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	5	1	PM25	171	0.098	0.031	1737	90	42	3	3	1	3
39 EB @ 11 AV	2025	Midtown	5	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	5	1	PM25	76	0.098	0.012	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	5	1	PM25	67	0.098	0.012	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	5	1	PM25	184	0.098	0.012	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	5	1	PM25	140	0.098	0.012	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	5	1	PM25	79	0.099	0.036	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	5	1	PM25	119	0.098	0.017	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	5	1	PM25	169	0.099	0.037	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	5	1	PM25	152	0.099	0.037	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	5	1	PM25	58	0.099	0.037	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	5	1	PM25	242	0.098	0.015	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	5	1	PM25	137	0.098	0.015	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	5	1	PM25	123	0.100	0.056	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	5	1	PM25	125	0.099	0.056	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	5	1	PM25	127	0.098	0.022	1270	90	35	3	4	1	3
6 AV @ 31 ST	2025	Midtown	5	1	PM25	641	0.098	0.033	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	5	1	PM25	644	0.098	0.033	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	5	1	PM25	670	0.098	0.033	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	5	1	PM25	601	0.098	0.033	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	5	1	PM25	606	0.098	0.033	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	5	1	PM25	638	0.098	0.033	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	5	1	PM25	622	0.098	0.033	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	5	1	PM25	631	0.098	0.033	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	5	1	PM25	631	0.099	0.047	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	5	1	PM25	587	0.099	0.047	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	5	1	PM25	599	0.099	0.047	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	5	1	PM25	1359	0.099	0.047	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	5	1	PM25	1376	0.099	0.047	1221	90	35	2	5	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9 AVE SB 36 ST	2025	Midtown	5	1	PM25	1459	0.099	0.047	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	5	1	PM25	1250	0.099	0.047	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	5	1	PM25	172	0.098	0.027	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	5	1	PM25	187	0.098	0.027	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	5	1	PM25	189	0.098	0.027	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	5	1	PM25	189	0.098	0.027	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	5	1	PM25	194	0.098	0.027	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	5	1	PM25	201	0.098	0.027	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	5	1	PM25	253	0.098	0.027	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	5	1	PM25	313	0.100	0.087	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	5	1	PM25	286	0.100	0.087	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	5	1	PM25	307	0.100	0.087	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	5	1	PM25	272	0.100	0.087	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	5	1	PM25	463	0.100	0.087	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	5	1	PM25	242	0.100	0.087	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	5	1	PM25	220	0.100	0.087	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	5	1	PM25	326	0.047	0.011	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	5	1	PM25	341	0.047	0.011	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	5	1	PM25	346	0.047	0.011	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	5	1	PM25	350	0.047	0.011	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	5	1	PM25	417	0.047	0.011	1465	90	9	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	5	1	PM25	405	0.047	0.011	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	5	1	PM25	404	0.047	0.011	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	5	1	PM25	441	0.047	0.011	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	5	1	PM25	444	0.047	0.011	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	5	1	PM25	463	0.047	0.011	1713	90	46	2	4	1	5
9A NB CANAL	2025	Midtown	5	1	PM25	505	0.098	0.013	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	5	1	PM25	431	0.098	0.013	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	5	1	PM25	459	0.098	0.013	1806	90	39	2	5	1	3
9A NB WATTS	2025	Midtown	5	1	PM25	510	0.098	0.013	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	5	1	PM25	328	0.047	0.017	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	5	1	PM25	333	0.047	0.017	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	5	1	PM25	331	0.047	0.017	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	5	1	PM25	321	0.047	0.007	1609	90	46	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	5	1	PM25	362	0.047	0.007	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	5	1	PM25	368	0.047	0.007	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	5	1	PM25	373	0.047	0.007	1572	90	48	2	5	1	3
9A SB CANAL	2025	Midtown	5	1	PM25	491	0.098	0.015	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	5	1	PM25	463	0.098	0.015	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	5	1	PM25	328	0.098	0.015	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	5	1	PM25	328	0.098	0.015	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	5	1	PM25	45	0.049	0.060	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	5	1	PM25	33	0.047	0.006	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	5	1	PM25	23	0.047	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	5	1	PM25	288	0.047	0.017	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	5	1	PM25	350	0.047	0.007	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	5	1	PM25	426	0.047	0.007	1783	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	5	1	PM25	9	0.098	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	5	1	PM25	0	-1.698	-49.637	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	5	1	PM25	420	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	5	1	PM25	529	0.101	0.092	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	5	1	PM25	6	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	5	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	5	1	PM25	3	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	5	1	PM25	7	0.115	0.413	0	0	0	0	0	0	0

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	5	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	5	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	5	1	PM25	10	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	5	1	PM25	91	0.101	0.092	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	6	1	PM25	798	0.099	0.051	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	6	1	PM25	882	0.099	0.052	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	6	1	PM25	936	0.099	0.051	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	6	1	PM25	909	0.099	0.051	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	6	1	PM25	927	0.099	0.051	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	6	1	PM25	866	0.098	0.018	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	6	1	PM25	907	0.098	0.018	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	6	1	PM25	916	0.098	0.018	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	6	1	PM25	930	0.098	0.018	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	6	1	PM25	894	0.098	0.018	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	6	1	PM25	1067	0.098	0.018	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	6	1	PM25	1350	0.098	0.018	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	6	1	PM25	1414	0.098	0.018	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	6	1	PM25	1351	0.098	0.018	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	6	1	PM25	1343	0.098	0.018	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	6	1	PM25	56	0.099	0.042	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	6	1	PM25	68	0.099	0.049	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	6	1	PM25	62	0.099	0.048	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	6	1	PM25	77	0.099	0.049	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	6	1	PM25	68	0.099	0.048	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	6	1	PM25	85	0.099	0.048	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	6	1	PM25	28	0.098	0.024	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	6	1	PM25	78	0.098	0.023	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	6	1	PM25	340	0.099	0.041	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	6	1	PM25	296	0.099	0.040	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	6	1	PM25	320	0.098	0.028	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	6	1	PM25	254	0.099	0.040	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	6	1	PM25	312	0.098	0.028	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	6	1	PM25	270	0.098	0.028	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	6	1	PM25	365	0.098	0.028	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	6	1	PM25	276	0.098	0.028	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	6	1	PM25	501	0.099	0.041	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	6	1	PM25	476	0.099	0.041	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	6	1	PM25	451	0.099	0.041	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	6	1	PM25	412	0.099	0.041	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	6	1	PM25	411	0.099	0.041	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	6	1	PM25	375	0.099	0.041	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	6	1	PM25	135	0.098	0.024	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	6	1	PM25	192	0.098	0.024	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	6	1	PM25	260	0.100	0.072	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	6	1	PM25	260	0.100	0.072	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	6	1	PM25	274	0.100	0.072	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	6	1	PM25	220	0.098	0.024	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	6	1	PM25	234	0.098	0.024	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	6	1	PM25	120	0.098	0.024	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	6	1	PM25	189	0.098	0.024	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	6	1	PM25	285	0.100	0.072	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	6	1	PM25	270	0.100	0.066	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	6	1	PM25	392	0.100	0.066	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	6	1	PM25	240	0.101	0.092	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	6	1	PM25	326	0.101	0.091	1239	90	58	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 7 AV	2025	Midtown	6	1	PM25	318	0.101	0.091	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	6	1	PM25	312	0.100	0.067	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	6	1	PM25	289	0.100	0.067	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	6	1	PM25	267	0.100	0.066	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	6	1	PM25	480	0.100	0.066	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	6	1	PM25	391	0.100	0.066	1737	90	42	3	3	1	3
39 EB @ 11 AV	2025	Midtown	6	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	6	1	PM25	77	0.098	0.029	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	6	1	PM25	68	0.098	0.029	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	6	1	PM25	198	0.098	0.028	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	6	1	PM25	150	0.098	0.029	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	6	1	PM25	132	0.101	0.080	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	6	1	PM25	197	0.098	0.025	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	6	1	PM25	281	0.101	0.080	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	6	1	PM25	253	0.101	0.080	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	6	1	PM25	96	0.101	0.080	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	6	1	PM25	469	0.099	0.037	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	6	1	PM25	265	0.099	0.037	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	6	1	PM25	239	0.100	0.075	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	6	1	PM25	242	0.100	0.075	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	6	1	PM25	245	0.098	0.029	1270	90	35	3	4	1	3
6 AV @ 31 ST	2025	Midtown	6	1	PM25	865	0.098	0.025	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	6	1	PM25	869	0.098	0.025	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	6	1	PM25	903	0.098	0.025	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	6	1	PM25	810	0.098	0.025	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	6	1	PM25	817	0.098	0.025	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	6	1	PM25	860	0.098	0.025	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	6	1	PM25	838	0.098	0.025	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	6	1	PM25	850	0.098	0.025	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	6	1	PM25	947	0.099	0.059	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	6	1	PM25	880	0.099	0.059	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	6	1	PM25	898	0.099	0.059	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	6	1	PM25	1504	0.099	0.059	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	6	1	PM25	1522	0.099	0.059	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	6	1	PM25	1613	0.099	0.059	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	6	1	PM25	1381	0.099	0.059	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	6	1	PM25	202	0.098	0.029	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	6	1	PM25	219	0.098	0.029	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	6	1	PM25	222	0.098	0.029	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	6	1	PM25	222	0.098	0.029	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	6	1	PM25	228	0.098	0.029	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	6	1	PM25	236	0.098	0.029	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	6	1	PM25	296	0.098	0.029	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	6	1	PM25	573	0.101	0.117	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	6	1	PM25	525	0.101	0.117	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	6	1	PM25	562	0.101	0.117	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	6	1	PM25	489	0.101	0.117	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	6	1	PM25	832	0.101	0.117	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	6	1	PM25	434	0.101	0.117	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	6	1	PM25	395	0.101	0.117	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	6	1	PM25	580	0.047	0.021	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	6	1	PM25	608	0.047	0.021	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	6	1	PM25	616	0.047	0.021	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	6	1	PM25	623	0.047	0.025	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	6	1	PM25	629	0.047	0.025	1465	90	9	3	6	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 41 ST	2025	Midtown	6	1	PM25	610	0.047	0.025	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	6	1	PM25	608	0.047	0.025	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	6	1	PM25	664	0.047	0.025	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	6	1	PM25	669	0.047	0.025	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	6	1	PM25	706	0.047	0.025	1713	90	46	2	4	1	5
9A NB CANAL	2025	Midtown	6	1	PM25	1213	0.098	0.020	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	6	1	PM25	1036	0.098	0.020	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	6	1	PM25	1102	0.098	0.020	1806	90	39	2	5	1	3
9A NB WATTS	2025	Midtown	6	1	PM25	1223	0.098	0.020	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	6	1	PM25	914	0.047	0.020	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	6	1	PM25	927	0.047	0.020	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	6	1	PM25	924	0.047	0.020	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	6	1	PM25	896	0.047	0.007	1609	90	46	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	6	1	PM25	960	0.047	0.007	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	6	1	PM25	974	0.047	0.007	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	6	1	PM25	989	0.047	0.007	1572	90	48	2	5	1	3
9A SB CANAL	2025	Midtown	6	1	PM25	745	0.098	0.016	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	6	1	PM25	704	0.098	0.016	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	6	1	PM25	498	0.098	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	6	1	PM25	498	0.098	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	6	1	PM25	126	0.049	0.078	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	6	1	PM25	87	0.047	0.002	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	6	1	PM25	63	0.047	0.007	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	6	1	PM25	804	0.047	0.020	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	6	1	PM25	929	0.047	0.007	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	6	1	PM25	1171	0.047	0.007	1783	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	6	1	PM25	16	0.098	0.029	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	6	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	6	1	PM25	649	0.100	0.071	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	6	1	PM25	889	0.102	0.114	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	6	1	PM25	132	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	6	1	PM25	29	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	6	1	PM25	4	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	6	1	PM25	50	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	6	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	6	1	PM25	1	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	6	1	PM25	58	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	6	1	PM25	165	0.102	0.114	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	7	1	PM25	1303	0.099	0.051	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	7	1	PM25	1445	0.099	0.051	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	7	1	PM25	1528	0.099	0.051	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	7	1	PM25	1480	0.099	0.051	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	7	1	PM25	1507	0.099	0.051	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	7	1	PM25	1407	0.098	0.018	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	7	1	PM25	1475	0.098	0.018	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	7	1	PM25	1686	0.098	0.018	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	7	1	PM25	1710	0.098	0.018	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	7	1	PM25	1645	0.098	0.018	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	7	1	PM25	1961	0.098	0.018	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	7	1	PM25	2474	0.098	0.018	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	7	1	PM25	2581	0.098	0.018	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	7	1	PM25	2467	0.098	0.018	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	7	1	PM25	2451	0.098	0.018	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	7	1	PM25	99	0.099	0.042	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	7	1	PM25	124	0.099	0.048	1381	90	27	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 37 ST	2025	Midtown	7	1	PM25	112	0.099	0.048	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	7	1	PM25	140	0.099	0.048	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	7	1	PM25	122	0.099	0.048	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	7	1	PM25	153	0.099	0.048	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	7	1	PM25	46	0.098	0.022	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	7	1	PM25	127	0.098	0.022	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	7	1	PM25	681	0.099	0.039	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	7	1	PM25	592	0.099	0.039	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	7	1	PM25	646	0.098	0.027	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	7	1	PM25	513	0.099	0.039	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	7	1	PM25	631	0.098	0.027	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	7	1	PM25	545	0.098	0.027	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	7	1	PM25	732	0.098	0.027	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	7	1	PM25	557	0.098	0.027	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	7	1	PM25	988	0.099	0.040	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	7	1	PM25	938	0.099	0.040	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	7	1	PM25	784	0.099	0.040	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	7	1	PM25	718	0.099	0.040	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	7	1	PM25	715	0.099	0.040	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	7	1	PM25	654	0.099	0.040	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	7	1	PM25	274	0.098	0.023	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	7	1	PM25	381	0.098	0.024	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	7	1	PM25	577	0.100	0.071	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	7	1	PM25	577	0.100	0.071	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	7	1	PM25	610	0.100	0.071	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	7	1	PM25	440	0.098	0.023	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	7	1	PM25	472	0.098	0.023	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	7	1	PM25	248	0.098	0.023	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	7	1	PM25	376	0.098	0.024	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	7	1	PM25	631	0.100	0.071	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	7	1	PM25	520	0.100	0.066	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	7	1	PM25	753	0.100	0.066	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	7	1	PM25	457	0.101	0.091	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	7	1	PM25	620	0.101	0.091	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	7	1	PM25	605	0.101	0.091	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	7	1	PM25	600	0.100	0.067	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	7	1	PM25	555	0.100	0.067	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	7	1	PM25	512	0.100	0.066	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	7	1	PM25	916	0.100	0.066	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	7	1	PM25	753	0.100	0.065	1737	150	85	3	3	1	3
39 EB @ 11 AV	2025	Midtown	7	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	7	1	PM25	201	0.098	0.028	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	7	1	PM25	182	0.098	0.027	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	7	1	PM25	391	0.098	0.028	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	7	1	PM25	297	0.098	0.028	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	7	1	PM25	255	0.100	0.078	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	7	1	PM25	379	0.098	0.025	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	7	1	PM25	536	0.101	0.079	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	7	1	PM25	485	0.101	0.079	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	7	1	PM25	188	0.100	0.077	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	7	1	PM25	976	0.099	0.037	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	7	1	PM25	555	0.099	0.037	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	7	1	PM25	499	0.100	0.075	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	7	1	PM25	506	0.100	0.074	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	7	1	PM25	511	0.098	0.029	1270	150	74	3	4	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
6 AV @ 31 ST	2025	Midtown	7	1	PM25	1791	0.098	0.024	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	7	1	PM25	1799	0.098	0.024	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	7	1	PM25	1870	0.098	0.024	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	7	1	PM25	1675	0.098	0.024	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	7	1	PM25	1688	0.098	0.024	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	7	1	PM25	1776	0.098	0.024	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	7	1	PM25	1732	0.098	0.024	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	7	1	PM25	1757	0.098	0.024	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	7	1	PM25	1649	0.099	0.058	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	7	1	PM25	1533	0.099	0.058	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	7	1	PM25	1567	0.099	0.059	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	7	1	PM25	2251	0.099	0.059	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	7	1	PM25	2280	0.099	0.059	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	7	1	PM25	2418	0.099	0.059	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	7	1	PM25	2074	0.099	0.059	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	7	1	PM25	373	0.098	0.029	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	7	1	PM25	406	0.098	0.029	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	7	1	PM25	411	0.098	0.029	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	7	1	PM25	411	0.098	0.029	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	7	1	PM25	423	0.098	0.029	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	7	1	PM25	438	0.098	0.029	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	7	1	PM25	549	0.098	0.029	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	7	1	PM25	1306	0.101	0.117	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	7	1	PM25	1196	0.101	0.117	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	7	1	PM25	1281	0.101	0.117	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	7	1	PM25	699	0.101	0.117	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	7	1	PM25	1188	0.101	0.117	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	7	1	PM25	622	0.101	0.116	1354	120	95	3	3	1	3
CANAL WB WATTS	2025	Midtown	7	1	PM25	564	0.101	0.117	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	7	1	PM25	1326	0.047	0.021	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	7	1	PM25	1388	0.047	0.021	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	7	1	PM25	1408	0.047	0.021	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	7	1	PM25	1423	0.047	0.025	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	7	1	PM25	1520	0.047	0.025	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	7	1	PM25	1474	0.047	0.025	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	7	1	PM25	1471	0.047	0.025	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	7	1	PM25	1605	0.047	0.025	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	7	1	PM25	1617	0.047	0.025	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	7	1	PM25	1582	0.047	0.025	1713	150	59	2	4	1	5
9A NB CANAL	2025	Midtown	7	1	PM25	2677	0.098	0.020	1687	120	25	2	5	1	3
9A NB CANAL	2025	Midtown	7	1	PM25	2288	0.098	0.020	1766	120	25	2	4	1	3
9A NB HOUSTON	2025	Midtown	7	1	PM25	2436	0.098	0.020	1806	150	29	2	5	1	3
9A NB WATTS	2025	Midtown	7	1	PM25	2700	0.098	0.020	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	7	1	PM25	2378	0.047	0.020	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	7	1	PM25	2412	0.047	0.020	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	7	1	PM25	2404	0.047	0.020	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	7	1	PM25	2333	0.047	0.007	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	7	1	PM25	2701	0.047	0.007	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	7	1	PM25	2741	0.047	0.007	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	7	1	PM25	2784	0.047	0.007	1572	150	48	2	5	1	3
9A SB CANAL	2025	Midtown	7	1	PM25	2215	0.098	0.016	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	7	1	PM25	2091	0.098	0.016	1722	120	25	2	5	1	3
9A SB VESTRY	2025	Midtown	7	1	PM25	1483	0.098	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	7	1	PM25	1483	0.098	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	7	1	PM25	329	0.049	0.078	1465	150	120	2	2	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SBL @ 42 ST	2025	Midtown	7	1	PM25	245	0.047	0.002	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	7	1	PM25	147	0.047	0.007	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	7	1	PM25	2091	0.047	0.020	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	7	1	PM25	2612	0.047	0.007	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	7	1	PM25	2704	0.047	0.007	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	7	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	7	1	PM25	1	0.098	0.033	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	7	1	PM25	1848	0.100	0.071	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	7	1	PM25	3354	0.102	0.114	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	7	1	PM25	326	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	7	1	PM25	94	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	7	1	PM25	11	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	7	1	PM25	191	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	7	1	PM25	547	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	7	1	PM25	79	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	7	1	PM25	316	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	7	1	PM25	1189	0.102	0.114	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	8	1	PM25	1720	0.099	0.050	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	8	1	PM25	1949	0.099	0.050	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	8	1	PM25	2003	0.099	0.050	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	8	1	PM25	2095	0.099	0.050	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	8	1	PM25	2119	0.099	0.050	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	8	1	PM25	1976	0.098	0.018	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	8	1	PM25	2058	0.098	0.018	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	8	1	PM25	2137	0.098	0.018	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	8	1	PM25	2139	0.098	0.018	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	8	1	PM25	2048	0.098	0.018	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	8	1	PM25	2440	0.098	0.018	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	8	1	PM25	3044	0.098	0.018	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	8	1	PM25	2854	0.098	0.018	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	8	1	PM25	2733	0.098	0.018	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	8	1	PM25	2716	0.098	0.018	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	8	1	PM25	86	0.099	0.041	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	8	1	PM25	260	0.099	0.044	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	8	1	PM25	221	0.099	0.046	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	8	1	PM25	299	0.099	0.044	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	8	1	PM25	235	0.099	0.047	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	8	1	PM25	301	0.099	0.047	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	8	1	PM25	88	0.098	0.019	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	8	1	PM25	222	0.098	0.021	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	8	1	PM25	1139	0.099	0.037	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	8	1	PM25	977	0.099	0.036	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	8	1	PM25	1101	0.098	0.024	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	8	1	PM25	877	0.099	0.035	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	8	1	PM25	1099	0.098	0.024	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	8	1	PM25	942	0.098	0.024	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	8	1	PM25	1264	0.098	0.024	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	8	1	PM25	974	0.098	0.024	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	8	1	PM25	1625	0.099	0.038	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	8	1	PM25	1541	0.099	0.038	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	8	1	PM25	1418	0.099	0.038	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	8	1	PM25	1304	0.099	0.038	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	8	1	PM25	1292	0.099	0.038	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	8	1	PM25	1189	0.099	0.038	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	8	1	PM25	529	0.098	0.022	980	90	55	2	2	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ 11 AV	2025	Midtown	8	1	PM25	678	0.098	0.024	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	8	1	PM25	756	0.100	0.070	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	8	1	PM25	756	0.100	0.070	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	8	1	PM25	816	0.100	0.068	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	8	1	PM25	690	0.098	0.024	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	8	1	PM25	894	0.098	0.023	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	8	1	PM25	344	0.098	0.022	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	8	1	PM25	668	0.098	0.023	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	8	1	PM25	823	0.100	0.070	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	8	1	PM25	619	0.100	0.065	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	8	1	PM25	875	0.100	0.065	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	8	1	PM25	573	0.101	0.087	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	8	1	PM25	759	0.101	0.088	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	8	1	PM25	743	0.101	0.088	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	8	1	PM25	727	0.100	0.067	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	8	1	PM25	667	0.100	0.068	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	8	1	PM25	605	0.100	0.066	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	8	1	PM25	1032	0.100	0.066	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	8	1	PM25	886	0.100	0.064	1737	150	85	3	3	1	3
39 EB @ 11 AV	2025	Midtown	8	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	8	1	PM25	403	0.098	0.026	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	8	1	PM25	373	0.098	0.025	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	8	1	PM25	624	0.098	0.026	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	8	1	PM25	472	0.098	0.025	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	8	1	PM25	327	0.100	0.073	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	8	1	PM25	481	0.098	0.024	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	8	1	PM25	646	0.100	0.077	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	8	1	PM25	603	0.100	0.075	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	8	1	PM25	259	0.100	0.070	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	8	1	PM25	1191	0.099	0.036	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	8	1	PM25	694	0.099	0.036	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	8	1	PM25	623	0.100	0.073	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	8	1	PM25	631	0.100	0.072	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	8	1	PM25	630	0.098	0.029	1270	150	74	3	4	1	3
6 AV @ 31 ST	2025	Midtown	8	1	PM25	2517	0.098	0.024	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	8	1	PM25	2518	0.098	0.024	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	8	1	PM25	2616	0.098	0.024	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	8	1	PM25	2322	0.098	0.024	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	8	1	PM25	2341	0.098	0.024	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	8	1	PM25	2456	0.098	0.024	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	8	1	PM25	2400	0.098	0.024	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	8	1	PM25	2429	0.098	0.024	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	8	1	PM25	2286	0.099	0.058	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	8	1	PM25	2125	0.099	0.058	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	8	1	PM25	2151	0.099	0.058	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	8	1	PM25	2169	0.099	0.058	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	8	1	PM25	2495	0.099	0.058	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	8	1	PM25	2650	0.099	0.058	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	8	1	PM25	2284	0.099	0.058	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	8	1	PM25	699	0.098	0.029	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	8	1	PM25	760	0.098	0.029	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	8	1	PM25	769	0.098	0.029	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	8	1	PM25	769	0.098	0.029	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	8	1	PM25	798	0.098	0.029	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	8	1	PM25	827	0.098	0.029	1228	90	55	2	4	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
BWY @ 37 ST	2025	Midtown	8	1	PM25	1041	0.098	0.029	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	8	1	PM25	1762	0.101	0.117	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	8	1	PM25	1610	0.101	0.117	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	8	1	PM25	1728	0.101	0.117	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	8	1	PM25	686	0.101	0.115	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	8	1	PM25	1148	0.101	0.116	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	8	1	PM25	618	0.101	0.114	1354	120	95	3	3	1	3
CANAL WB WATTS	2025	Midtown	8	1	PM25	557	0.101	0.115	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	8	1	PM25	2133	0.047	0.021	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	8	1	PM25	2235	0.047	0.021	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	8	1	PM25	2267	0.047	0.021	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	8	1	PM25	2291	0.047	0.025	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	8	1	PM25	2389	0.047	0.025	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	8	1	PM25	2319	0.047	0.025	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	8	1	PM25	2313	0.047	0.024	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	8	1	PM25	2521	0.047	0.024	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	8	1	PM25	2541	0.047	0.024	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	8	1	PM25	2475	0.047	0.024	1713	150	59	2	4	1	5
9A NB CANAL	2025	Midtown	8	1	PM25	3894	0.098	0.020	1687	120	25	2	5	1	3
9A NB CANAL	2025	Midtown	8	1	PM25	3339	0.098	0.020	1766	120	25	2	4	1	3
9A NB HOUSTON	2025	Midtown	8	1	PM25	3570	0.098	0.020	1806	150	29	2	5	1	3
9A NB WATTS	2025	Midtown	8	1	PM25	3926	0.098	0.020	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	8	1	PM25	3306	0.047	0.020	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	8	1	PM25	3357	0.047	0.019	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	8	1	PM25	3346	0.047	0.019	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	8	1	PM25	3254	0.047	0.007	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	8	1	PM25	3295	0.047	0.007	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	8	1	PM25	3329	0.047	0.007	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	8	1	PM25	3386	0.047	0.007	1572	150	48	2	5	1	3
9A SB CANAL	2025	Midtown	8	1	PM25	2999	0.098	0.016	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	8	1	PM25	2832	0.098	0.016	1722	120	25	2	5	1	3
9A SB VESTRY	2025	Midtown	8	1	PM25	2013	0.098	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	8	1	PM25	2013	0.098	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	8	1	PM25	464	0.049	0.076	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	8	1	PM25	310	0.047	0.002	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	8	1	PM25	201	0.047	0.007	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	8	1	PM25	2902	0.047	0.020	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	8	1	PM25	3164	0.047	0.007	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	8	1	PM25	3541	0.047	0.007	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	8	1	PM25	4	0.098	0.020	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	8	1	PM25	249	0.100	0.071	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	8	1	PM25	1544	0.100	0.071	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	8	1	PM25	3651	0.102	0.114	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	8	1	PM25	221	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	8	1	PM25	23	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	8	1	PM25	16	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	8	1	PM25	223	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	8	1	PM25	905	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	8	1	PM25	284	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	8	1	PM25	806	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	8	1	PM25	1048	0.102	0.114	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	9	1	PM25	2619	0.099	0.043	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	9	1	PM25	3099	0.099	0.042	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	9	1	PM25	2962	0.099	0.044	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	9	1	PM25	3150	0.099	0.044	1320	90	35	2	4	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 36 ST	2025	Midtown	9	1	PM25	3088	0.099	0.045	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	9	1	PM25	2887	0.098	0.016	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	9	1	PM25	2827	0.098	0.016	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	9	1	PM25	2604	0.098	0.016	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	9	1	PM25	2387	0.098	0.017	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	9	1	PM25	2179	0.098	0.018	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	9	1	PM25	2582	0.098	0.018	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	9	1	PM25	3127	0.098	0.018	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	9	1	PM25	3179	0.098	0.018	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	9	1	PM25	3055	0.098	0.018	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	9	1	PM25	3038	0.098	0.018	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	9	1	PM25	178	0.098	0.032	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	9	1	PM25	627	0.099	0.035	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	9	1	PM25	419	0.099	0.044	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	9	1	PM25	759	0.099	0.035	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	9	1	PM25	422	0.099	0.046	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	9	1	PM25	566	0.099	0.046	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	9	1	PM25	115	0.098	0.015	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	9	1	PM25	254	0.098	0.019	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	9	1	PM25	2071	0.098	0.031	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	9	1	PM25	1684	0.098	0.030	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	9	1	PM25	2089	0.098	0.019	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	9	1	PM25	1705	0.098	0.027	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	9	1	PM25	2337	0.098	0.017	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	9	1	PM25	2006	0.098	0.017	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	9	1	PM25	2744	0.098	0.016	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	9	1	PM25	2209	0.098	0.020	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	9	1	PM25	3160	0.098	0.031	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	9	1	PM25	2943	0.099	0.031	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	9	1	PM25	2563	0.098	0.029	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	9	1	PM25	2393	0.098	0.029	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	9	1	PM25	2319	0.098	0.029	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	9	1	PM25	2191	0.098	0.029	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	9	1	PM25	973	0.098	0.018	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	9	1	PM25	1022	0.098	0.022	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	9	1	PM25	937	0.100	0.066	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	9	1	PM25	937	0.100	0.066	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	9	1	PM25	1159	0.100	0.057	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	9	1	PM25	1041	0.098	0.023	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	9	1	PM25	1411	0.098	0.021	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	9	1	PM25	602	0.098	0.018	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	9	1	PM25	1006	0.098	0.020	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	9	1	PM25	1011	0.100	0.066	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	9	1	PM25	811	0.100	0.064	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	9	1	PM25	949	0.100	0.069	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	9	1	PM25	899	0.100	0.074	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	9	1	PM25	1078	0.100	0.077	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	9	1	PM25	1062	0.100	0.077	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	9	1	PM25	1029	0.100	0.066	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	9	1	PM25	929	0.100	0.067	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	9	1	PM25	776	0.100	0.066	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	9	1	PM25	1000	0.100	0.072	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	9	1	PM25	1008	0.100	0.067	1737	150	85	3	3	1	3
39 EB @ 11 AV	2025	Midtown	9	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	9	1	PM25	755	0.098	0.017	1502	90	50	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
39 WB @ 11 AV	2025	Midtown	9	1	PM25	697	0.098	0.018	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	9	1	PM25	987	0.098	0.019	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	9	1	PM25	789	0.098	0.017	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	9	1	PM25	562	0.100	0.064	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	9	1	PM25	816	0.098	0.029	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	9	1	PM25	883	0.100	0.073	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	9	1	PM25	919	0.100	0.068	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	9	1	PM25	496	0.100	0.058	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	9	1	PM25	1312	0.099	0.039	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	9	1	PM25	832	0.099	0.039	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	9	1	PM25	764	0.100	0.072	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	9	1	PM25	754	0.100	0.072	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	9	1	PM25	700	0.098	0.028	1270	150	74	3	4	1	3
6 AV @ 31 ST	2025	Midtown	9	1	PM25	2631	0.098	0.022	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	9	1	PM25	2555	0.098	0.022	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	9	1	PM25	2645	0.098	0.022	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	9	1	PM25	2248	0.098	0.023	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	9	1	PM25	2265	0.098	0.023	1414	90	35	2	4	1	4
6 AV @ 36 ST	2025	Midtown	9	1	PM25	2337	0.098	0.024	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	9	1	PM25	2302	0.098	0.023	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	9	1	PM25	2296	0.098	0.024	1282	90	35	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	9	1	PM25	2582	0.099	0.059	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	9	1	PM25	2382	0.099	0.058	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	9	1	PM25	2788	0.099	0.055	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	9	1	PM25	2270	0.099	0.056	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	9	1	PM25	2794	0.099	0.054	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	9	1	PM25	2885	0.099	0.054	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	9	1	PM25	2492	0.099	0.053	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	9	1	PM25	837	0.098	0.029	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	9	1	PM25	905	0.098	0.029	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	9	1	PM25	914	0.098	0.029	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	9	1	PM25	914	0.098	0.029	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	9	1	PM25	994	0.098	0.028	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	9	1	PM25	1030	0.098	0.028	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	9	1	PM25	1335	0.098	0.027	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	9	1	PM25	1770	0.101	0.118	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	9	1	PM25	1614	0.101	0.117	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	9	1	PM25	1737	0.101	0.118	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	9	1	PM25	858	0.101	0.105	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	9	1	PM25	1343	0.101	0.110	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	9	1	PM25	806	0.101	0.101	1354	120	95	3	3	1	3
CANAL WB WATTS	2025	Midtown	9	1	PM25	724	0.101	0.103	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	9	1	PM25	2823	0.047	0.020	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	9	1	PM25	2938	0.047	0.022	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	9	1	PM25	2977	0.047	0.022	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	9	1	PM25	3005	0.047	0.026	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	9	1	PM25	2946	0.047	0.026	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	9	1	PM25	2857	0.047	0.026	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	9	1	PM25	2843	0.047	0.026	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	9	1	PM25	3039	0.047	0.024	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	9	1	PM25	3067	0.047	0.024	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	9	1	PM25	2889	0.047	0.024	1713	150	59	2	4	1	5
9A NB CANAL	2025	Midtown	9	1	PM25	4619	0.098	0.019	1687	120	25	2	5	1	3
9A NB CANAL	2025	Midtown	9	1	PM25	4055	0.098	0.018	1766	120	25	2	4	1	3
9A NB HOUSTON	2025	Midtown	9	1	PM25	4423	0.098	0.019	1806	150	29	2	5	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A NB WATTS	2025	Midtown	9	1	PM25	4652	0.098	0.019	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	9	1	PM25	3406	0.047	0.019	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	9	1	PM25	3508	0.047	0.019	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	9	1	PM25	3497	0.047	0.019	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	9	1	PM25	3465	0.047	0.007	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	9	1	PM25	3628	0.047	0.007	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	9	1	PM25	3624	0.047	0.007	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	9	1	PM25	3765	0.047	0.007	1572	150	48	2	5	1	3
9A SB CANAL	2025	Midtown	9	1	PM25	3613	0.098	0.017	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	9	1	PM25	3409	0.098	0.017	1722	120	25	2	5	1	3
9A SB VESTRY	2025	Midtown	9	1	PM25	2437	0.098	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	9	1	PM25	2437	0.098	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	9	1	PM25	544	0.049	0.067	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	9	1	PM25	447	0.047	0.002	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	9	1	PM25	312	0.047	0.006	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	9	1	PM25	2975	0.047	0.019	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	9	1	PM25	3425	0.047	0.007	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	9	1	PM25	3765	0.047	0.007	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	9	1	PM25	12	0.098	0.021	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	9	1	PM25	558	0.100	0.071	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	9	1	PM25	988	0.100	0.071	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	9	1	PM25	3405	0.102	0.115	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	9	1	PM25	182	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	9	1	PM25	11	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	9	1	PM25	5	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	9	1	PM25	240	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	9	1	PM25	829	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	9	1	PM25	441	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	9	1	PM25	1034	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	9	1	PM25	813	0.102	0.116	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	10	1	PM25	2720	0.099	0.048	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	10	1	PM25	3190	0.099	0.047	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	10	1	PM25	3085	0.099	0.048	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	10	1	PM25	3270	0.099	0.048	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	10	1	PM25	3223	0.099	0.049	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	10	1	PM25	3034	0.098	0.017	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	10	1	PM25	3007	0.098	0.017	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	10	1	PM25	2750	0.098	0.017	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	10	1	PM25	2560	0.098	0.018	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	10	1	PM25	2366	0.098	0.018	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	10	1	PM25	2804	0.098	0.018	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	10	1	PM25	3383	0.098	0.018	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	10	1	PM25	3277	0.098	0.018	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	10	1	PM25	3149	0.098	0.018	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	10	1	PM25	3131	0.098	0.018	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	10	1	PM25	173	0.098	0.035	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	10	1	PM25	609	0.099	0.036	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	10	1	PM25	419	0.099	0.044	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	10	1	PM25	732	0.099	0.036	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	10	1	PM25	422	0.099	0.046	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	10	1	PM25	570	0.099	0.046	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	10	1	PM25	132	0.098	0.015	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	10	1	PM25	296	0.098	0.019	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	10	1	PM25	2233	0.099	0.035	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	10	1	PM25	1814	0.098	0.033	1385	90	30	2	4	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 34 ST	2025	Midtown	10	1	PM25	2200	0.098	0.020	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	10	1	PM25	1775	0.098	0.030	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	10	1	PM25	2396	0.098	0.019	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	10	1	PM25	2055	0.098	0.019	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	10	1	PM25	2804	0.098	0.018	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	10	1	PM25	2227	0.098	0.022	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	10	1	PM25	3313	0.099	0.033	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	10	1	PM25	3105	0.099	0.034	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	10	1	PM25	2427	0.098	0.030	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	10	1	PM25	2260	0.098	0.030	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	10	1	PM25	2197	0.098	0.030	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	10	1	PM25	2068	0.098	0.030	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	10	1	PM25	964	0.098	0.020	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	10	1	PM25	1045	0.098	0.025	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	10	1	PM25	1126	0.100	0.066	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	10	1	PM25	1126	0.100	0.066	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	10	1	PM25	1343	0.100	0.059	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	10	1	PM25	1089	0.098	0.027	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	10	1	PM25	1444	0.098	0.023	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	10	1	PM25	608	0.098	0.022	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	10	1	PM25	1022	0.098	0.022	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	10	1	PM25	1215	0.100	0.066	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	10	1	PM25	894	0.100	0.069	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	10	1	PM25	1088	0.100	0.069	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	10	1	PM25	881	0.100	0.078	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	10	1	PM25	1060	0.100	0.080	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	10	1	PM25	1045	0.100	0.080	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	10	1	PM25	1136	0.100	0.073	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	10	1	PM25	1027	0.100	0.075	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	10	1	PM25	860	0.100	0.070	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	10	1	PM25	1188	0.100	0.071	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	10	1	PM25	1141	0.100	0.067	1737	150	85	3	3	1	3
39 EB @ 11 AV	2025	Midtown	10	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	10	1	PM25	1009	0.098	0.021	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	10	1	PM25	932	0.098	0.022	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	10	1	PM25	986	0.098	0.021	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	10	1	PM25	784	0.098	0.019	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	10	1	PM25	531	0.100	0.065	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	10	1	PM25	781	0.098	0.029	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	10	1	PM25	870	0.100	0.073	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	10	1	PM25	898	0.100	0.068	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	10	1	PM25	482	0.100	0.060	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	10	1	PM25	1485	0.099	0.035	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	10	1	PM25	915	0.099	0.034	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	10	1	PM25	838	0.100	0.068	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	10	1	PM25	826	0.100	0.068	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	10	1	PM25	798	0.098	0.028	1270	150	74	3	4	1	3
6 AV @ 31 ST	2025	Midtown	10	1	PM25	2415	0.098	0.023	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	10	1	PM25	2332	0.098	0.022	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	10	1	PM25	2415	0.098	0.022	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	10	1	PM25	2062	0.098	0.023	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	10	1	PM25	2078	0.098	0.023	1414	90	35	2	4	1	4
6 AV @ 36 ST	2025	Midtown	10	1	PM25	2147	0.098	0.024	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	10	1	PM25	2114	0.098	0.023	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	10	1	PM25	2111	0.098	0.024	1282	90	35	2	5	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9 AVE SB 30 ST	2025	Midtown	10	1	PM25	2515	0.099	0.063	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	10	1	PM25	2305	0.099	0.060	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	10	1	PM25	2681	0.099	0.061	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	10	1	PM25	1527	0.099	0.062	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	10	1	PM25	1885	0.099	0.060	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	10	1	PM25	2112	0.099	0.058	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	10	1	PM25	1942	0.099	0.059	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	10	1	PM25	765	0.098	0.029	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	10	1	PM25	827	0.098	0.029	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	10	1	PM25	836	0.098	0.029	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	10	1	PM25	836	0.098	0.029	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	10	1	PM25	908	0.098	0.028	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	10	1	PM25	941	0.098	0.028	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	10	1	PM25	1217	0.098	0.028	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	10	1	PM25	1687	0.101	0.119	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	10	1	PM25	1532	0.101	0.118	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	10	1	PM25	1655	0.101	0.119	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	10	1	PM25	847	0.101	0.109	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	10	1	PM25	1333	0.101	0.112	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	10	1	PM25	792	0.101	0.105	1354	120	95	3	3	1	3
CANAL WB WATTS	2025	Midtown	10	1	PM25	713	0.101	0.108	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	10	1	PM25	2664	0.047	0.020	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	10	1	PM25	2777	0.047	0.023	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	10	1	PM25	2814	0.047	0.023	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	10	1	PM25	2840	0.047	0.026	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	10	1	PM25	2758	0.047	0.026	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	10	1	PM25	2675	0.047	0.026	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	10	1	PM25	2659	0.047	0.026	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	10	1	PM25	2847	0.047	0.024	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	10	1	PM25	2869	0.047	0.024	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	10	1	PM25	2620	0.047	0.024	1713	150	59	2	4	1	5
9A NB CANAL	2025	Midtown	10	1	PM25	4413	0.098	0.019	1687	120	25	2	5	1	3
9A NB CANAL	2025	Midtown	10	1	PM25	3868	0.098	0.019	1766	120	25	2	4	1	3
9A NB HOUSTON	2025	Midtown	10	1	PM25	4220	0.098	0.020	1806	150	29	2	5	1	3
9A NB WATTS	2025	Midtown	10	1	PM25	4445	0.098	0.019	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	10	1	PM25	3354	0.047	0.019	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	10	1	PM25	3445	0.047	0.019	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	10	1	PM25	3434	0.047	0.019	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	10	1	PM25	3393	0.047	0.007	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	10	1	PM25	3302	0.047	0.007	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	10	1	PM25	3299	0.047	0.007	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	10	1	PM25	3421	0.047	0.007	1572	150	48	2	5	1	3
9A SB CANAL	2025	Midtown	10	1	PM25	3280	0.098	0.017	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	10	1	PM25	3100	0.098	0.018	1722	120	25	2	5	1	3
9A SB VESTRY	2025	Midtown	10	1	PM25	2212	0.098	0.017	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	10	1	PM25	2212	0.098	0.017	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	10	1	PM25	526	0.049	0.069	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	10	1	PM25	398	0.047	0.002	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	10	1	PM25	289	0.047	0.006	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	10	1	PM25	2931	0.047	0.019	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	10	1	PM25	3117	0.047	0.007	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	10	1	PM25	3648	0.047	0.007	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	10	1	PM25	17	0.098	0.023	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	10	1	PM25	469	0.100	0.071	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	10	1	PM25	687	0.100	0.071	0	0	0	0	0	0	0

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	10	1	PM25	2984	0.102	0.118	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	10	1	PM25	179	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	10	1	PM25	19	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	10	1	PM25	9	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	10	1	PM25	209	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	10	1	PM25	522	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	10	1	PM25	209	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	10	1	PM25	693	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	10	1	PM25	1118	0.102	0.118	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	11	1	PM25	2367	0.099	0.042	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	11	1	PM25	2791	0.099	0.042	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	11	1	PM25	2902	0.099	0.040	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	11	1	PM25	2941	0.099	0.041	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	11	1	PM25	2911	0.099	0.041	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	11	1	PM25	2887	0.098	0.022	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	11	1	PM25	3084	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	11	1	PM25	2583	0.098	0.022	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	11	1	PM25	2277	0.098	0.022	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	11	1	PM25	2273	0.098	0.022	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	11	1	PM25	2580	0.098	0.022	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	11	1	PM25	2600	0.098	0.022	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	11	1	PM25	3065	0.098	0.022	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	11	1	PM25	2915	0.098	0.022	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	11	1	PM25	2950	0.098	0.022	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	11	1	PM25	152	0.099	0.065	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	11	1	PM25	495	0.098	0.023	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	11	1	PM25	369	0.098	0.023	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	11	1	PM25	549	0.098	0.023	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	11	1	PM25	363	0.098	0.024	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	11	1	PM25	527	0.098	0.024	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	11	1	PM25	26	0.096	-0.026	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	11	1	PM25	235	0.097	0.005	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	11	1	PM25	2144	0.098	0.028	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	11	1	PM25	1843	0.098	0.027	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	11	1	PM25	2416	0.098	0.016	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	11	1	PM25	1917	0.098	0.025	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	11	1	PM25	2356	0.098	0.015	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	11	1	PM25	2059	0.098	0.015	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	11	1	PM25	2559	0.098	0.015	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	11	1	PM25	2011	0.098	0.016	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	11	1	PM25	2792	0.098	0.017	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	11	1	PM25	2577	0.098	0.017	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	11	1	PM25	2178	0.098	0.017	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	11	1	PM25	2036	0.098	0.017	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	11	1	PM25	2043	0.098	0.017	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	11	1	PM25	1894	0.098	0.017	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	11	1	PM25	868	0.098	0.017	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	11	1	PM25	796	0.098	0.034	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	11	1	PM25	1106	0.099	0.033	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	11	1	PM25	1106	0.099	0.033	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	11	1	PM25	1221	0.099	0.032	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	11	1	PM25	886	0.098	0.019	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	11	1	PM25	1109	0.098	0.018	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	11	1	PM25	612	0.098	0.017	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	11	1	PM25	763	0.098	0.029	1452	120	23	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ MADISON AV	2025	Midtown	11	1	PM25	1093	0.099	0.033	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	11	1	PM25	869	0.098	0.034	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	11	1	PM25	1190	0.098	0.031	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	11	1	PM25	1184	0.099	0.045	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	11	1	PM25	1372	0.099	0.044	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	11	1	PM25	1348	0.099	0.044	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	11	1	PM25	1123	0.099	0.037	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	11	1	PM25	1138	0.099	0.037	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	11	1	PM25	931	0.098	0.034	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	11	1	PM25	1430	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	11	1	PM25	1346	0.098	0.030	1737	150	85	3	3	1	3
39 EB @ 11 AV	2025	Midtown	11	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	11	1	PM25	634	0.098	0.012	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	11	1	PM25	583	0.098	0.011	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	11	1	PM25	874	0.098	0.011	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	11	1	PM25	821	0.098	0.011	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	11	1	PM25	603	0.099	0.034	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	11	1	PM25	745	0.098	0.018	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	11	1	PM25	950	0.099	0.037	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	11	1	PM25	981	0.099	0.036	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	11	1	PM25	658	0.099	0.036	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	11	1	PM25	872	0.098	0.014	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	11	1	PM25	769	0.098	0.014	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	11	1	PM25	633	0.099	0.054	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	11	1	PM25	484	0.099	0.051	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	11	1	PM25	633	0.098	0.021	1270	150	74	3	4	1	3
6 AV @ 31 ST	2025	Midtown	11	1	PM25	2436	0.098	0.034	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	11	1	PM25	2479	0.098	0.032	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	11	1	PM25	2399	0.098	0.032	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	11	1	PM25	2028	0.098	0.032	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	11	1	PM25	2052	0.098	0.032	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	11	1	PM25	2170	0.098	0.033	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	11	1	PM25	2106	0.098	0.032	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	11	1	PM25	2253	0.098	0.033	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	11	1	PM25	2495	0.099	0.052	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	11	1	PM25	2291	0.099	0.050	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	11	1	PM25	2237	0.099	0.059	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	11	1	PM25	1382	0.099	0.061	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	11	1	PM25	1604	0.099	0.063	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	11	1	PM25	1900	0.099	0.059	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	11	1	PM25	1719	0.099	0.062	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	11	1	PM25	924	0.098	0.028	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	11	1	PM25	1042	0.098	0.028	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	11	1	PM25	1080	0.098	0.027	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	11	1	PM25	1080	0.098	0.027	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	11	1	PM25	1046	0.098	0.028	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	11	1	PM25	1168	0.098	0.028	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	11	1	PM25	1249	0.098	0.028	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	11	1	PM25	1336	0.100	0.091	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	11	1	PM25	1245	0.100	0.090	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	11	1	PM25	1281	0.100	0.091	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	11	1	PM25	477	0.100	0.095	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	11	1	PM25	1091	0.100	0.093	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	11	1	PM25	413	0.100	0.092	1354	120	95	3	3	1	3
CANAL WB WATTS	2025	Midtown	11	1	PM25	366	0.100	0.097	1679	120	30	2	2	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 34 ST	2025	Midtown	11	1	PM25	2711	0.047	0.011	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	11	1	PM25	3211	0.047	0.011	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	11	1	PM25	3250	0.047	0.011	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	11	1	PM25	3292	0.047	0.011	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	11	1	PM25	2971	0.047	0.011	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	11	1	PM25	2934	0.047	0.011	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	11	1	PM25	2888	0.047	0.011	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	11	1	PM25	3199	0.047	0.010	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	11	1	PM25	3352	0.047	0.010	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2025	Midtown	11	1	PM25	3014	0.047	0.010	1713	150	59	2	4	1	5
9A NB CANAL	2025	Midtown	11	1	PM25	3359	0.098	0.015	1687	120	25	2	5	1	3
9A NB CANAL	2025	Midtown	11	1	PM25	2945	0.098	0.015	1766	120	25	2	4	1	3
9A NB HOUSTON	2025	Midtown	11	1	PM25	2980	0.098	0.016	1806	150	29	2	5	1	3
9A NB WATTS	2025	Midtown	11	1	PM25	3422	0.098	0.015	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	11	1	PM25	2738	0.047	0.017	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	11	1	PM25	2639	0.047	0.016	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	11	1	PM25	2624	0.047	0.016	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	11	1	PM25	2615	0.047	0.007	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	11	1	PM25	2738	0.047	0.007	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	11	1	PM25	2761	0.047	0.007	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	11	1	PM25	3046	0.047	0.007	1572	150	48	2	5	1	3
9A SB CANAL	2025	Midtown	11	1	PM25	2925	0.098	0.017	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	11	1	PM25	2676	0.098	0.018	1722	120	25	2	5	1	3
9A SB VESTRY	2025	Midtown	11	1	PM25	2075	0.098	0.017	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	11	1	PM25	2075	0.098	0.017	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	11	1	PM25	414	0.049	0.058	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	11	1	PM25	463	0.047	0.006	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	11	1	PM25	289	0.047	0.007	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	11	1	PM25	2238	0.047	0.017	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	11	1	PM25	2649	0.047	0.007	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	11	1	PM25	3087	0.047	0.007	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	11	1	PM25	20	0.098	0.024	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	11	1	PM25	785	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	11	1	PM25	1333	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	11	1	PM25	4138	0.101	0.095	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	11	1	PM25	153	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	11	1	PM25	5	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	11	1	PM25	65	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	11	1	PM25	509	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	11	1	PM25	26	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	11	1	PM25	129	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	11	1	PM25	271	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	11	1	PM25	1728	0.101	0.095	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	12	1	PM25	2221	0.099	0.042	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	12	1	PM25	2634	0.099	0.043	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	12	1	PM25	2740	0.099	0.041	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	12	1	PM25	2777	0.099	0.042	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	12	1	PM25	2745	0.099	0.041	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	12	1	PM25	2667	0.098	0.023	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	12	1	PM25	2858	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	12	1	PM25	2398	0.098	0.023	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	12	1	PM25	2121	0.098	0.023	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	12	1	PM25	2100	0.098	0.023	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	12	1	PM25	2387	0.098	0.023	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	12	1	PM25	2459	0.098	0.022	1341	90	40	2	6	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 44 ST	2025	Midtown	12	1	PM25	3096	0.098	0.023	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	12	1	PM25	2950	0.098	0.023	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	12	1	PM25	2988	0.098	0.023	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	12	1	PM25	165	0.099	0.066	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	12	1	PM25	484	0.098	0.025	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	12	1	PM25	373	0.098	0.025	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	12	1	PM25	529	0.098	0.025	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	12	1	PM25	382	0.098	0.025	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	12	1	PM25	538	0.098	0.025	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	12	1	PM25	11	0.096	-0.023	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	12	1	PM25	128	0.097	0.006	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	12	1	PM25	2009	0.098	0.028	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	12	1	PM25	1759	0.098	0.026	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	12	1	PM25	2278	0.098	0.016	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	12	1	PM25	1819	0.098	0.025	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	12	1	PM25	2206	0.098	0.015	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	12	1	PM25	1928	0.098	0.015	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	12	1	PM25	2392	0.098	0.015	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	12	1	PM25	1888	0.098	0.015	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	12	1	PM25	2616	0.098	0.017	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	12	1	PM25	2414	0.098	0.017	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	12	1	PM25	2129	0.098	0.017	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	12	1	PM25	1994	0.098	0.017	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	12	1	PM25	2011	0.098	0.017	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	12	1	PM25	1863	0.098	0.017	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	12	1	PM25	804	0.098	0.017	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	12	1	PM25	752	0.098	0.033	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	12	1	PM25	1015	0.099	0.033	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	12	1	PM25	1015	0.099	0.033	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	12	1	PM25	1106	0.099	0.033	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	12	1	PM25	803	0.098	0.020	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	12	1	PM25	1020	0.098	0.018	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	12	1	PM25	565	0.098	0.017	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	12	1	PM25	723	0.098	0.029	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	12	1	PM25	1002	0.099	0.033	1187	90	45	2	2	1	3
34 WB @ 10 AV	2025	Midtown	12	1	PM25	774	0.098	0.032	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	12	1	PM25	1063	0.098	0.030	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	12	1	PM25	1108	0.099	0.044	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	12	1	PM25	1289	0.099	0.043	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	12	1	PM25	1264	0.099	0.044	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	12	1	PM25	995	0.098	0.036	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	12	1	PM25	1015	0.098	0.036	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	12	1	PM25	830	0.098	0.033	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	12	1	PM25	1279	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	12	1	PM25	1186	0.098	0.030	1828	120	65	3	3	1	3
39 EB @ 11 AV	2025	Midtown	12	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	12	1	PM25	648	0.098	0.012	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	12	1	PM25	573	0.098	0.012	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	12	1	PM25	811	0.098	0.011	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	12	1	PM25	758	0.098	0.011	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	12	1	PM25	587	0.099	0.034	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	12	1	PM25	706	0.098	0.016	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	12	1	PM25	929	0.099	0.037	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	12	1	PM25	945	0.099	0.037	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	12	1	PM25	626	0.099	0.037	1312	90	51	2	2	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 WB @ 10 AV	2025	Midtown	12	1	PM25	811	0.098	0.014	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	12	1	PM25	700	0.098	0.014	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	12	1	PM25	585	0.099	0.054	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	12	1	PM25	452	0.099	0.050	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	12	1	PM25	569	0.098	0.021	1358	120	50	3	4	1	3
6 AV @ 31 ST	2025	Midtown	12	1	PM25	2328	0.098	0.034	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	12	1	PM25	2379	0.098	0.032	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	12	1	PM25	2303	0.098	0.032	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	12	1	PM25	1938	0.098	0.032	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	12	1	PM25	1961	0.098	0.032	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	12	1	PM25	2075	0.098	0.033	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	12	1	PM25	2013	0.098	0.032	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	12	1	PM25	2152	0.098	0.033	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	12	1	PM25	2425	0.099	0.052	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	12	1	PM25	2236	0.099	0.050	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	12	1	PM25	2159	0.099	0.058	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	12	1	PM25	1301	0.099	0.061	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	12	1	PM25	1504	0.099	0.063	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	12	1	PM25	1782	0.099	0.059	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	12	1	PM25	1612	0.099	0.062	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	12	1	PM25	1056	0.098	0.028	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	12	1	PM25	1192	0.098	0.027	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	12	1	PM25	1237	0.098	0.027	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	12	1	PM25	1237	0.098	0.027	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	12	1	PM25	1192	0.098	0.028	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	12	1	PM25	1331	0.098	0.028	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	12	1	PM25	1412	0.098	0.028	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	12	1	PM25	1325	0.100	0.091	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	12	1	PM25	1232	0.100	0.090	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	12	1	PM25	1268	0.100	0.091	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	12	1	PM25	487	0.100	0.094	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	12	1	PM25	1132	0.100	0.092	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	12	1	PM25	420	0.100	0.091	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	12	1	PM25	370	0.100	0.096	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	12	1	PM25	2414	0.047	0.011	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2025	Midtown	12	1	PM25	2846	0.047	0.011	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	12	1	PM25	2880	0.047	0.011	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	12	1	PM25	2919	0.047	0.010	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	12	1	PM25	3056	0.047	0.010	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	12	1	PM25	3017	0.047	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	12	1	PM25	2989	0.047	0.010	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	12	1	PM25	3308	0.047	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	12	1	PM25	3469	0.047	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	12	1	PM25	3058	0.047	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2025	Midtown	12	1	PM25	3491	0.098	0.014	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	12	1	PM25	3055	0.098	0.015	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	12	1	PM25	3075	0.098	0.016	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	12	1	PM25	3558	0.098	0.014	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	12	1	PM25	2385	0.047	0.017	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	12	1	PM25	2303	0.047	0.016	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	12	1	PM25	2290	0.047	0.016	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	12	1	PM25	2275	0.047	0.007	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	12	1	PM25	2522	0.047	0.007	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	12	1	PM25	2543	0.047	0.007	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	12	1	PM25	2798	0.047	0.007	1597	120	50	2	5	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A SB CANAL	2025	Midtown	12	1	PM25	2880	0.098	0.017	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	12	1	PM25	2622	0.098	0.018	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	12	1	PM25	2044	0.098	0.017	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	12	1	PM25	2044	0.098	0.017	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	12	1	PM25	364	0.049	0.057	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2025	Midtown	12	1	PM25	427	0.047	0.006	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	12	1	PM25	242	0.047	0.007	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	12	1	PM25	1951	0.047	0.017	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2025	Midtown	12	1	PM25	2441	0.047	0.007	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2025	Midtown	12	1	PM25	2613	0.047	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	12	1	PM25	14	0.098	0.030	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	12	1	PM25	988	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	12	1	PM25	1683	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	12	1	PM25	4645	0.101	0.094	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	12	1	PM25	116	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	12	1	PM25	2	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	12	1	PM25	122	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	12	1	PM25	625	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	12	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	12	1	PM25	30	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	12	1	PM25	174	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	12	1	PM25	1783	0.101	0.095	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	13	1	PM25	2202	0.099	0.039	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	13	1	PM25	2704	0.099	0.039	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	13	1	PM25	2762	0.099	0.038	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	13	1	PM25	2755	0.099	0.039	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	13	1	PM25	2703	0.099	0.039	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	13	1	PM25	2599	0.098	0.023	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	13	1	PM25	2783	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	13	1	PM25	2670	0.098	0.023	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	13	1	PM25	2351	0.098	0.023	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	13	1	PM25	2338	0.098	0.023	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	13	1	PM25	2661	0.098	0.023	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	13	1	PM25	2697	0.098	0.023	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	13	1	PM25	2848	0.098	0.023	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	13	1	PM25	2718	0.098	0.023	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	13	1	PM25	2749	0.098	0.023	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	13	1	PM25	169	0.099	0.063	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	13	1	PM25	536	0.098	0.023	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	13	1	PM25	402	0.098	0.024	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	13	1	PM25	590	0.098	0.023	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	13	1	PM25	400	0.098	0.024	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	13	1	PM25	576	0.098	0.024	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	13	1	PM25	23	0.096	-0.026	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	13	1	PM25	163	0.097	0.004	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	13	1	PM25	2291	0.098	0.024	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	13	1	PM25	1996	0.098	0.022	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	13	1	PM25	2601	0.098	0.013	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	13	1	PM25	2077	0.098	0.022	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	13	1	PM25	2530	0.098	0.013	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	13	1	PM25	2185	0.098	0.013	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	13	1	PM25	2700	0.098	0.013	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	13	1	PM25	2152	0.098	0.013	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	13	1	PM25	2861	0.098	0.015	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	13	1	PM25	2610	0.098	0.015	1460	90	36	2	6	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 42 ST	2025	Midtown	13	1	PM25	2304	0.098	0.015	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	13	1	PM25	2169	0.098	0.015	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	13	1	PM25	2165	0.098	0.015	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	13	1	PM25	2016	0.098	0.015	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	13	1	PM25	908	0.098	0.017	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	13	1	PM25	788	0.098	0.033	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	13	1	PM25	985	0.099	0.034	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	13	1	PM25	985	0.099	0.034	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	13	1	PM25	1099	0.099	0.032	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	13	1	PM25	870	0.098	0.020	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	13	1	PM25	1152	0.098	0.018	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	13	1	PM25	661	0.098	0.017	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	13	1	PM25	757	0.098	0.027	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	13	1	PM25	974	0.099	0.034	1187	90	45	2	2	1	3
34 WB @ 10 AV	2025	Midtown	13	1	PM25	878	0.098	0.030	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	13	1	PM25	1184	0.098	0.029	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	13	1	PM25	1002	0.099	0.041	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	13	1	PM25	1149	0.099	0.041	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	13	1	PM25	1131	0.099	0.041	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	13	1	PM25	1101	0.098	0.033	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	13	1	PM25	1117	0.098	0.033	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	13	1	PM25	923	0.098	0.031	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	13	1	PM25	1339	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	13	1	PM25	1348	0.098	0.028	1828	120	65	3	3	1	3
39 EB @ 11 AV	2025	Midtown	13	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	13	1	PM25	781	0.098	0.010	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	13	1	PM25	724	0.098	0.010	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	13	1	PM25	927	0.098	0.010	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	13	1	PM25	851	0.098	0.010	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	13	1	PM25	616	0.099	0.036	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	13	1	PM25	725	0.098	0.019	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	13	1	PM25	903	0.099	0.039	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	13	1	PM25	948	0.099	0.037	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	13	1	PM25	657	0.099	0.037	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	13	1	PM25	950	0.098	0.013	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	13	1	PM25	873	0.098	0.013	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	13	1	PM25	694	0.099	0.051	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	13	1	PM25	565	0.099	0.046	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	13	1	PM25	684	0.098	0.021	1358	120	50	3	4	1	3
6 AV @ 31 ST	2025	Midtown	13	1	PM25	2390	0.098	0.032	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	13	1	PM25	2434	0.098	0.031	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	13	1	PM25	2362	0.098	0.031	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	13	1	PM25	1935	0.098	0.031	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	13	1	PM25	1957	0.098	0.031	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	13	1	PM25	2054	0.098	0.032	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	13	1	PM25	2009	0.098	0.031	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	13	1	PM25	2130	0.098	0.032	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	13	1	PM25	2577	0.099	0.047	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	13	1	PM25	2377	0.099	0.046	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	13	1	PM25	2301	0.099	0.051	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	13	1	PM25	1818	0.099	0.051	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	13	1	PM25	2112	0.099	0.051	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	13	1	PM25	2503	0.099	0.050	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	13	1	PM25	2264	0.099	0.051	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	13	1	PM25	872	0.098	0.027	1354	90	44	2	2	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
BWY @ 31 ST	2025	Midtown	13	1	PM25	983	0.098	0.027	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	13	1	PM25	1016	0.098	0.027	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	13	1	PM25	1016	0.098	0.027	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	13	1	PM25	1004	0.098	0.027	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	13	1	PM25	1119	0.098	0.027	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	13	1	PM25	1197	0.098	0.027	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	13	1	PM25	1362	0.100	0.089	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	13	1	PM25	1273	0.100	0.088	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	13	1	PM25	1306	0.100	0.089	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	13	1	PM25	584	0.100	0.087	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	13	1	PM25	1299	0.100	0.090	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	13	1	PM25	526	0.100	0.080	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	13	1	PM25	450	0.100	0.087	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	13	1	PM25	2823	0.047	0.011	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2025	Midtown	13	1	PM25	3339	0.047	0.010	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	13	1	PM25	3378	0.047	0.010	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	13	1	PM25	3421	0.047	0.010	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	13	1	PM25	3405	0.047	0.010	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	13	1	PM25	3369	0.047	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	13	1	PM25	3324	0.047	0.010	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	13	1	PM25	3680	0.047	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	13	1	PM25	3856	0.047	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	13	1	PM25	3561	0.047	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2025	Midtown	13	1	PM25	3615	0.098	0.014	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	13	1	PM25	3171	0.098	0.014	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	13	1	PM25	3229	0.098	0.014	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	13	1	PM25	3683	0.098	0.014	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	13	1	PM25	2614	0.047	0.016	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	13	1	PM25	2527	0.047	0.016	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	13	1	PM25	2513	0.047	0.016	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	13	1	PM25	2508	0.047	0.007	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	13	1	PM25	2568	0.047	0.007	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	13	1	PM25	2561	0.047	0.007	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	13	1	PM25	2828	0.047	0.007	1597	120	50	2	5	1	3
9A SB CANAL	2025	Midtown	13	1	PM25	2979	0.098	0.016	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	13	1	PM25	2701	0.098	0.017	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	13	1	PM25	2118	0.098	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	13	1	PM25	2118	0.098	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	13	1	PM25	410	0.048	0.055	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2025	Midtown	13	1	PM25	437	0.047	0.006	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	13	1	PM25	266	0.047	0.006	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	13	1	PM25	2129	0.047	0.016	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2025	Midtown	13	1	PM25	2449	0.047	0.007	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2025	Midtown	13	1	PM25	2828	0.047	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	13	1	PM25	377	0.098	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	13	1	PM25	742	0.099	0.043	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	13	1	PM25	719	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	13	1	PM25	2842	0.101	0.090	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	13	1	PM25	89	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	13	1	PM25	1	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	13	1	PM25	106	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	13	1	PM25	231	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	13	1	PM25		0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	13	1	PM25	5	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	13	1	PM25	264	0.115	0.413	0	0	0	0	0	0	0

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	13	1	PM25	737	0.100	0.087	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	14	1	PM25	2278	0.099	0.040	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	14	1	PM25	2781	0.099	0.040	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	14	1	PM25	2859	0.099	0.039	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	14	1	PM25	2860	0.099	0.040	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	14	1	PM25	2816	0.099	0.039	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	14	1	PM25	2702	0.098	0.023	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	14	1	PM25	2895	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	14	1	PM25	2514	0.098	0.023	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	14	1	PM25	2217	0.098	0.023	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	14	1	PM25	2197	0.098	0.023	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	14	1	PM25	2502	0.098	0.023	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	14	1	PM25	2544	0.098	0.023	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	14	1	PM25	3082	0.098	0.023	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	14	1	PM25	2941	0.098	0.023	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	14	1	PM25	2976	0.098	0.023	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	14	1	PM25	150	0.099	0.064	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	14	1	PM25	472	0.098	0.023	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	14	1	PM25	352	0.098	0.024	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	14	1	PM25	520	0.098	0.023	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	14	1	PM25	352	0.098	0.025	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	14	1	PM25	510	0.098	0.024	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	14	1	PM25	19	0.096	-0.025	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	14	1	PM25	148	0.097	0.005	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	14	1	PM25	2133	0.098	0.025	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	14	1	PM25	1857	0.098	0.023	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	14	1	PM25	2410	0.098	0.014	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	14	1	PM25	1933	0.098	0.023	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	14	1	PM25	2351	0.098	0.014	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	14	1	PM25	2032	0.098	0.014	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	14	1	PM25	2511	0.098	0.013	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	14	1	PM25	2004	0.098	0.014	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	14	1	PM25	2673	0.098	0.015	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	14	1	PM25	2446	0.098	0.015	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	14	1	PM25	2278	0.098	0.016	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	14	1	PM25	2143	0.098	0.016	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	14	1	PM25	2143	0.098	0.016	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	14	1	PM25	1994	0.098	0.016	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	14	1	PM25	768	0.098	0.018	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	14	1	PM25	665	0.099	0.035	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	14	1	PM25	999	0.099	0.035	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	14	1	PM25	999	0.099	0.035	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	14	1	PM25	1105	0.099	0.033	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	14	1	PM25	742	0.098	0.021	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	14	1	PM25	983	0.098	0.019	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	14	1	PM25	567	0.098	0.019	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	14	1	PM25	634	0.098	0.027	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	14	1	PM25	987	0.099	0.035	1187	90	45	2	2	1	3
34 WB @ 10 AV	2025	Midtown	14	1	PM25	849	0.098	0.030	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	14	1	PM25	1148	0.098	0.029	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	14	1	PM25	1132	0.099	0.041	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	14	1	PM25	1305	0.099	0.041	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	14	1	PM25	1283	0.099	0.041	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	14	1	PM25	1069	0.098	0.033	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	14	1	PM25	1085	0.098	0.033	1358	90	40	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ DYER AV	2025	Midtown	14	1	PM25	895	0.098	0.031	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	14	1	PM25	1301	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	14	1	PM25	1296	0.098	0.028	1828	120	65	3	3	1	3
39 EB @ 11 AV	2025	Midtown	14	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	14	1	PM25	908	0.098	0.011	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	14	1	PM25	808	0.098	0.011	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	14	1	PM25	885	0.098	0.010	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	14	1	PM25	813	0.098	0.010	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	14	1	PM25	643	0.099	0.037	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	14	1	PM25	758	0.098	0.019	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	14	1	PM25	955	0.099	0.039	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	14	1	PM25	992	0.099	0.038	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	14	1	PM25	682	0.099	0.039	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	14	1	PM25	924	0.098	0.013	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	14	1	PM25	843	0.098	0.013	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	14	1	PM25	677	0.099	0.051	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	14	1	PM25	547	0.099	0.047	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	14	1	PM25	670	0.098	0.021	1358	120	50	3	4	1	3
6 AV @ 31 ST	2025	Midtown	14	1	PM25	2497	0.098	0.032	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	14	1	PM25	2553	0.098	0.031	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	14	1	PM25	2476	0.098	0.031	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	14	1	PM25	2041	0.098	0.032	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	14	1	PM25	2064	0.098	0.032	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	14	1	PM25	2173	0.098	0.032	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	14	1	PM25	2119	0.098	0.032	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	14	1	PM25	2251	0.098	0.032	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	14	1	PM25	2714	0.099	0.048	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	14	1	PM25	2510	0.099	0.047	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	14	1	PM25	2415	0.099	0.051	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	14	1	PM25	2102	0.099	0.051	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	14	1	PM25	2421	0.099	0.052	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	14	1	PM25	2888	0.099	0.050	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	14	1	PM25	2597	0.099	0.051	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	14	1	PM25	944	0.098	0.027	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	14	1	PM25	1065	0.098	0.027	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	14	1	PM25	1100	0.098	0.027	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	14	1	PM25	1100	0.098	0.027	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	14	1	PM25	1077	0.098	0.027	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	14	1	PM25	1200	0.098	0.027	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	14	1	PM25	1282	0.098	0.027	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	14	1	PM25	1483	0.100	0.089	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	14	1	PM25	1386	0.100	0.089	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	14	1	PM25	1422	0.100	0.089	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	14	1	PM25	560	0.100	0.088	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	14	1	PM25	1247	0.100	0.090	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	14	1	PM25	501	0.100	0.082	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	14	1	PM25	433	0.100	0.088	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	14	1	PM25	2732	0.047	0.011	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2025	Midtown	14	1	PM25	3227	0.047	0.010	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	14	1	PM25	3265	0.047	0.010	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	14	1	PM25	3307	0.047	0.010	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	14	1	PM25	3245	0.047	0.010	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	14	1	PM25	3209	0.047	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	14	1	PM25	3171	0.047	0.010	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	14	1	PM25	3507	0.047	0.010	1629	120	35	2	5	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 44 ST	2025	Midtown	14	1	PM25	3676	0.047	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	14	1	PM25	3525	0.047	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2025	Midtown	14	1	PM25	3637	0.098	0.014	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	14	1	PM25	3188	0.098	0.014	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	14	1	PM25	3243	0.098	0.015	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	14	1	PM25	3706	0.098	0.014	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	14	1	PM25	2579	0.047	0.016	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	14	1	PM25	2491	0.047	0.016	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	14	1	PM25	2477	0.047	0.016	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	14	1	PM25	2472	0.047	0.007	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	14	1	PM25	2637	0.047	0.007	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	14	1	PM25	2637	0.047	0.007	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	14	1	PM25	2908	0.047	0.007	1597	120	50	2	5	1	3
9A SB CANAL	2025	Midtown	14	1	PM25	3193	0.098	0.016	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	14	1	PM25	2898	0.098	0.017	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	14	1	PM25	2263	0.098	0.016	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	14	1	PM25	2263	0.098	0.016	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	14	1	PM25	3123	0.098	0.025	1303	90	35	2	4	1	5
12 AV SBL @ 42 ST	2025	Midtown	14	1	PM25	451	0.047	0.006	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	15	1	PM25	269	0.047	0.006	1652	120	85	3	1	1	4
12 AV SBT @ 34 ST	2025	Midtown	14	1	PM25	2103	0.047	0.016	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2025	Midtown	14	1	PM25	2521	0.047	0.007	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2025	Midtown	14	1	PM25	2876	0.047	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	14	1	PM25	239	0.098	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	14	1	PM25	1518	0.099	0.044	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	14	1	PM25	965	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	14	1	PM25	3975	0.101	0.091	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	14	1	PM25	73	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	14	1	PM25	3	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	14	1	PM25	81	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	14	1	PM25	300	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	14	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	14	1	PM25	3	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	14	1	PM25	282	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	14	1	PM25	969	0.100	0.089	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	15	1	PM25	2541	0.098	0.026	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	15	1	PM25	3024	0.098	0.026	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	15	1	PM25	3127	0.098	0.025	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	15	1	PM25	3163	0.098	0.026	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	15	1	PM25	3123	0.098	0.025	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	15	1	PM25	3077	0.098	0.029	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	15	1	PM25	3271	0.098	0.029	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	15	1	PM25	2611	0.098	0.028	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	15	1	PM25	2285	0.098	0.029	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	15	1	PM25	2272	0.098	0.029	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	15	1	PM25	2575	0.098	0.029	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	15	1	PM25	2569	0.098	0.029	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	15	1	PM25	2937	0.098	0.030	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	15	1	PM25	2795	0.098	0.031	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	15	1	PM25	2827	0.098	0.031	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	15	1	PM25	251	0.098	0.020	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	15	1	PM25	796	0.099	0.046	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	15	1	PM25	589	0.099	0.050	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	15	1	PM25	874	0.099	0.047	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	15	1	PM25	587	0.099	0.052	1332	90	36	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 40 ST	2025	Midtown	15	1	PM25	844	0.099	0.051	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	15	1	PM25	30	0.093	-0.091	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	15	1	PM25	188	0.098	0.012	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	15	1	PM25	2027	0.098	0.013	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	15	1	PM25	1702	0.098	0.013	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	15	1	PM25	2267	0.098	0.009	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	15	1	PM25	1821	0.098	0.012	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	15	1	PM25	2282	0.097	0.008	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	15	1	PM25	1989	0.097	0.008	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	15	1	PM25	2478	0.097	0.008	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	15	1	PM25	1959	0.097	0.008	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	15	1	PM25	2636	0.098	0.009	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	15	1	PM25	2418	0.098	0.009	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	15	1	PM25	2299	0.098	0.010	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	15	1	PM25	2150	0.098	0.010	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	15	1	PM25	2124	0.098	0.010	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	15	1	PM25	1981	0.098	0.010	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	15	1	PM25	722	0.098	0.030	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	15	1	PM25	614	0.099	0.036	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	15	1	PM25	992	0.099	0.039	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	15	1	PM25	992	0.099	0.039	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	15	1	PM25	1136	0.099	0.035	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	15	1	PM25	729	0.099	0.037	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	15	1	PM25	926	0.098	0.031	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	15	1	PM25	521	0.098	0.033	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	15	1	PM25	582	0.098	0.025	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	15	1	PM25	981	0.099	0.039	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	15	1	PM25	909	0.100	0.059	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	15	1	PM25	1219	0.098	0.015	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	15	1	PM25	1188	0.100	0.064	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	15	1	PM25	1365	0.100	0.065	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	15	1	PM25	1343	0.100	0.065	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	15	1	PM25	1156	0.100	0.061	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	15	1	PM25	1168	0.100	0.061	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	15	1	PM25	961	0.100	0.061	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	15	1	PM25	1387	0.098	0.016	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	15	1	PM25	1408	0.098	0.014	1828	120	65	3	3	1	3
39 EB @ 11 AV	2025	Midtown	15	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	15	1	PM25	1186	0.099	0.040	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	15	1	PM25	1031	0.099	0.038	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	15	1	PM25	989	0.099	0.037	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	15	1	PM25	929	0.099	0.037	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	15	1	PM25	569	0.101	0.091	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	15	1	PM25	697	0.099	0.033	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	15	1	PM25	842	0.101	0.093	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	15	1	PM25	888	0.101	0.088	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	15	1	PM25	622	0.101	0.085	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	15	1	PM25	1045	0.098	0.020	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	15	1	PM25	946	0.098	0.019	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	15	1	PM25	771	0.100	0.078	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	15	1	PM25	600	0.100	0.076	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	15	1	PM25	777	0.098	0.021	1358	120	50	3	4	1	3
6 AV @ 31 ST	2025	Midtown	15	1	PM25	2565	0.098	0.033	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	15	1	PM25	2603	0.098	0.031	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	15	1	PM25	2522	0.098	0.031	1456	90	44	8	5	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
6 AV @ 34 ST	2025	Midtown	15	1	PM25	2109	0.098	0.032	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	15	1	PM25	2134	0.098	0.032	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	15	1	PM25	2246	0.098	0.032	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	15	1	PM25	2184	0.098	0.032	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	15	1	PM25	2327	0.098	0.032	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	15	1	PM25	2686	0.098	0.036	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	15	1	PM25	2479	0.098	0.035	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	15	1	PM25	2443	0.099	0.039	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	15	1	PM25	2300	0.099	0.038	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	15	1	PM25	2661	0.099	0.039	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	15	1	PM25	3162	0.099	0.038	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	15	1	PM25	2839	0.099	0.039	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	15	1	PM25	1005	0.098	0.017	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	15	1	PM25	1132	0.098	0.017	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	15	1	PM25	1167	0.098	0.017	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	15	1	PM25	1167	0.098	0.017	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	15	1	PM25	1133	0.098	0.017	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	15	1	PM25	1265	0.098	0.017	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	15	1	PM25	1363	0.098	0.017	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	15	1	PM25	1490	0.098	0.026	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	15	1	PM25	1397	0.098	0.025	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	15	1	PM25	1430	0.098	0.026	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	15	1	PM25	521	0.098	0.027	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	15	1	PM25	1136	0.098	0.026	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	15	1	PM25	459	0.098	0.027	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	15	1	PM25	409	0.098	0.028	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	15	1	PM25	2766	0.047	0.010	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2025	Midtown	15	1	PM25	3296	0.047	0.010	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	15	1	PM25	3334	0.047	0.010	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	15	1	PM25	3375	0.047	0.010	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	15	1	PM25	3594	0.047	0.010	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	15	1	PM25	3553	0.047	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	15	1	PM25	3457	0.047	0.010	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	15	1	PM25	3830	0.047	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	15	1	PM25	4011	0.047	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	15	1	PM25	3796	0.047	0.010	1715	120	50	2	4	1	5
9A NB CANAL	2025	Midtown	15	1	PM25	4038	0.098	0.010	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	15	1	PM25	3545	0.098	0.011	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	15	1	PM25	3609	0.098	0.011	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	15	1	PM25	4111	0.098	0.010	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	15	1	PM25	2775	0.047	0.007	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	15	1	PM25	2680	0.047	0.007	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	15	1	PM25	2665	0.047	0.007	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	15	1	PM25	2676	0.047	0.006	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	15	1	PM25	2785	0.047	0.006	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	15	1	PM25	2798	0.047	0.006	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	15	1	PM25	3106	0.047	0.006	1597	120	50	2	5	1	3
9A SB CANAL	2025	Midtown	15	1	PM25	3630	0.098	0.013	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	15	1	PM25	3316	0.098	0.013	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	15	1	PM25	2566	0.098	0.012	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	15	1	PM25	2566	0.098	0.012	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	15	1	PM25	426	0.048	0.030	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2025	Midtown	15	1	PM25	483	0.047	0.003	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	15	1	PM25	294	0.047	0.005	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	15	1	PM25	2264	0.047	0.007	1801	120	55	2	3	1	5

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SBT @ 42 ST	2025	Midtown	15	1	PM25	2674	0.047	0.006	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2025	Midtown	15	1	PM25	3032	0.047	0.006	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	15	1	PM25	619	0.099	0.043	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	15	1	PM25	686	0.099	0.033	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	15	1	PM25	756	0.099	0.034	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	15	1	PM25	3660	0.099	0.042	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	15	1	PM25	55	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	15	1	PM25	2	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	15	1	PM25	119	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	15	1	PM25	382	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	15	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	15	1	PM25	2	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	15	1	PM25	372	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	15	1	PM25	1229	0.099	0.041	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	16	1	PM25	2394	0.098	0.026	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	16	1	PM25	2760	0.098	0.026	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	16	1	PM25	2910	0.098	0.025	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	16	1	PM25	2900	0.098	0.026	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	16	1	PM25	3085	0.098	0.025	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	16	1	PM25	2975	0.098	0.029	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	16	1	PM25	3421	0.098	0.029	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	16	1	PM25	3134	0.098	0.029	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	16	1	PM25	3193	0.098	0.029	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	16	1	PM25	3002	0.098	0.029	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	16	1	PM25	2872	0.098	0.029	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	16	1	PM25	3389	0.098	0.029	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	16	1	PM25	4310	0.098	0.030	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	16	1	PM25	4181	0.098	0.030	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	16	1	PM25	4238	0.098	0.030	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	16	1	PM25	193	0.098	0.021	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	16	1	PM25	529	0.099	0.048	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	16	1	PM25	449	0.099	0.051	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	16	1	PM25	700	0.099	0.049	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	16	1	PM25	547	0.099	0.052	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	16	1	PM25	547	0.099	0.049	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	16	1	PM25	156	0.098	0.011	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	16	1	PM25	275	0.098	0.020	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	16	1	PM25	2305	0.098	0.014	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	16	1	PM25	1873	0.098	0.013	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	16	1	PM25	2569	0.098	0.009	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	16	1	PM25	2044	0.098	0.013	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	16	1	PM25	2798	0.098	0.009	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	16	1	PM25	2150	0.098	0.008	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	16	1	PM25	2827	0.098	0.009	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	16	1	PM25	2770	0.098	0.009	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	16	1	PM25	2241	0.098	0.010	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	16	1	PM25	2171	0.098	0.010	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	16	1	PM25	1481	0.098	0.010	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	16	1	PM25	1293	0.098	0.010	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	16	1	PM25	1284	0.098	0.010	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	16	1	PM25	1191	0.098	0.010	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	16	1	PM25	641	0.098	0.027	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	16	1	PM25	593	0.098	0.031	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	16	1	PM25	751	0.099	0.036	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	16	1	PM25	751	0.099	0.036	1274	90	58	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ 7 AV	2025	Midtown	16	1	PM25	916	0.099	0.034	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	16	1	PM25	646	0.098	0.033	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	16	1	PM25	889	0.098	0.029	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	16	1	PM25	510	0.098	0.028	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	16	1	PM25	572	0.098	0.026	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	16	1	PM25	911	0.099	0.036	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	16	1	PM25	674	0.100	0.061	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	16	1	PM25	1095	0.098	0.015	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	16	1	PM25	739	0.100	0.066	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	16	1	PM25	1014	0.100	0.068	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	16	1	PM25	996	0.100	0.068	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	16	1	PM25	729	0.100	0.063	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	16	1	PM25	707	0.100	0.063	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	16	1	PM25	650	0.100	0.062	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	16	1	PM25	1435	0.098	0.016	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	16	1	PM25	1199	0.098	0.014	1854	120	72	3	3	1	3
39 EB @ 11 AV	2025	Midtown	16	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	16	1	PM25	1154	0.099	0.041	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	16	1	PM25	1003	0.099	0.039	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	16	1	PM25	579	0.099	0.035	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	16	1	PM25	328	0.098	0.030	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	16	1	PM25	456	0.101	0.089	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	16	1	PM25	686	0.099	0.031	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	16	1	PM25	498	0.101	0.087	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	16	1	PM25	653	0.101	0.086	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	16	1	PM25	419	0.101	0.080	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	16	1	PM25	2063	0.098	0.021	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	16	1	PM25	1321	0.098	0.020	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	16	1	PM25	1118	0.101	0.081	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	16	1	PM25	1138	0.101	0.081	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	16	1	PM25	1023	0.098	0.021	1288	120	65	3	4	1	3
6 AV @ 31 ST	2025	Midtown	16	1	PM25	2427	0.098	0.033	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	16	1	PM25	2417	0.098	0.031	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	16	1	PM25	2338	0.098	0.031	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	16	1	PM25	1959	0.098	0.032	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	16	1	PM25	1983	0.098	0.032	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	16	1	PM25	2108	0.098	0.032	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	16	1	PM25	1963	0.098	0.032	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	16	1	PM25	2020	0.098	0.032	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	16	1	PM25	2405	0.098	0.037	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	16	1	PM25	2374	0.098	0.035	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	16	1	PM25	2313	0.099	0.040	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	16	1	PM25	1740	0.099	0.040	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	16	1	PM25	2076	0.099	0.040	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	16	1	PM25	2486	0.099	0.039	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	16	1	PM25	2237	0.099	0.040	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	16	1	PM25	819	0.098	0.017	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	16	1	PM25	938	0.098	0.017	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	16	1	PM25	1005	0.098	0.017	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	16	1	PM25	1005	0.098	0.017	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	16	1	PM25	1051	0.098	0.017	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	16	1	PM25	1152	0.098	0.017	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	16	1	PM25	1296	0.098	0.017	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	16	1	PM25	1350	0.098	0.025	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	16	1	PM25	1201	0.098	0.025	1127	90	32	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
CANAL EB WATTS	2025	Midtown	16	1	PM25	1172	0.098	0.026	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	16	1	PM25	780	0.098	0.027	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	16	1	PM25	1512	0.098	0.026	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	16	1	PM25	668	0.098	0.026	1603	120	90	3	3	1	3
CANAL WB WATTS	2025	Midtown	16	1	PM25	590	0.098	0.027	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	16	1	PM25	3132	0.047	0.010	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	16	1	PM25	3876	0.047	0.010	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	16	1	PM25	3987	0.047	0.010	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	16	1	PM25	4094	0.047	0.010	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	16	1	PM25	3976	0.047	0.010	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	16	1	PM25	3928	0.047	0.010	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	16	1	PM25	3822	0.047	0.010	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	16	1	PM25	4119	0.047	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	16	1	PM25	4197	0.047	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	16	1	PM25	3901	0.047	0.010	1711	120	49	2	4	1	3
9A NB CANAL	2025	Midtown	16	1	PM25	3547	0.098	0.011	1718	120	30	2	5	1	3
9A NB CANAL	2025	Midtown	16	1	PM25	3402	0.098	0.011	1801	120	30	2	4	1	3
9A NB HOUSTON	2025	Midtown	16	1	PM25	3499	0.098	0.011	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	16	1	PM25	3626	0.098	0.011	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	16	1	PM25	2851	0.047	0.007	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	16	1	PM25	2846	0.047	0.007	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	16	1	PM25	2807	0.047	0.007	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	16	1	PM25	2787	0.047	0.006	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	16	1	PM25	2985	0.047	0.006	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	16	1	PM25	3021	0.047	0.006	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	16	1	PM25	3165	0.047	0.006	1596	120	51	2	5	1	3
9A SB CANAL	2025	Midtown	16	1	PM25	3598	0.098	0.012	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	16	1	PM25	3422	0.098	0.012	1722	120	30	2	5	1	3
9A SB VESTRY	2025	Midtown	16	1	PM25	2895	0.098	0.012	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	16	1	PM25	2895	0.098	0.012	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	16	1	PM25	321	0.048	0.030	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	16	1	PM25	369	0.047	0.003	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2025	Midtown	16	1	PM25	287	0.047	0.006	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	16	1	PM25	2557	0.047	0.007	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	16	1	PM25	2855	0.047	0.006	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2025	Midtown	16	1	PM25	2899	0.047	0.006	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	16	1	PM25	465	0.099	0.043	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	16	1	PM25	494	0.099	0.033	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	16	1	PM25	230	0.099	0.033	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	16	1	PM25	2725	0.099	0.042	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	16	1	PM25	49	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	16	1	PM25	3	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	16	1	PM25	155	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	16	1	PM25	520	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	16	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	16	1	PM25	1	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	16	1	PM25	576	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	16	1	PM25	962	0.099	0.041	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	17	1	PM25	2160	0.098	0.023	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	17	1	PM25	2509	0.098	0.022	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	17	1	PM25	2677	0.098	0.023	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	17	1	PM25	2633	0.098	0.023	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	17	1	PM25	2781	0.098	0.023	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	17	1	PM25	2842	0.098	0.027	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	17	1	PM25	3216	0.098	0.027	1311	90	35	2	4	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 39 ST	2025	Midtown	17	1	PM25	3304	0.098	0.025	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	17	1	PM25	3322	0.098	0.026	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	17	1	PM25	3242	0.098	0.025	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	17	1	PM25	3238	0.098	0.024	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	17	1	PM25	3593	0.098	0.026	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	17	1	PM25	4483	0.098	0.029	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	17	1	PM25	4341	0.098	0.029	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	17	1	PM25	4384	0.098	0.029	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	17	1	PM25	124	0.098	0.020	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	17	1	PM25	468	0.099	0.035	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	17	1	PM25	387	0.099	0.039	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	17	1	PM25	634	0.099	0.038	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	17	1	PM25	436	0.099	0.045	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	17	1	PM25	511	0.099	0.035	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	17	1	PM25	252	0.097	-0.010	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	17	1	PM25	388	0.097	0.006	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	17	1	PM25	2185	0.098	0.010	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	17	1	PM25	1724	0.098	0.011	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	17	1	PM25	2417	0.097	0.007	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	17	1	PM25	1856	0.098	0.011	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	17	1	PM25	2521	0.097	0.007	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	17	1	PM25	1930	0.097	0.007	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	17	1	PM25	2471	0.097	0.007	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	17	1	PM25	2351	0.097	0.008	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	17	1	PM25	1953	0.098	0.009	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	17	1	PM25	1858	0.098	0.009	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	17	1	PM25	1029	0.098	0.008	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	17	1	PM25	904	0.098	0.008	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	17	1	PM25	890	0.098	0.008	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	17	1	PM25	828	0.098	0.008	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	17	1	PM25	806	0.098	0.023	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	17	1	PM25	649	0.098	0.031	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	17	1	PM25	754	0.099	0.034	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	17	1	PM25	754	0.099	0.034	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	17	1	PM25	899	0.099	0.032	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	17	1	PM25	811	0.098	0.022	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	17	1	PM25	1094	0.098	0.022	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	17	1	PM25	648	0.098	0.022	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	17	1	PM25	631	0.098	0.024	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	17	1	PM25	884	0.099	0.035	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	17	1	PM25	700	0.100	0.059	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	17	1	PM25	1150	0.098	0.015	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	17	1	PM25	669	0.100	0.066	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	17	1	PM25	923	0.100	0.068	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	17	1	PM25	921	0.100	0.068	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	17	1	PM25	730	0.100	0.061	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	17	1	PM25	703	0.100	0.060	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	17	1	PM25	674	0.100	0.060	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	17	1	PM25	1457	0.098	0.016	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	17	1	PM25	1322	0.098	0.013	1854	120	72	3	3	1	3
39 EB @ 11 AV	2025	Midtown	17	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	17	1	PM25	6	0.062	-0.902	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	17	1	PM25	203	0.096	-0.022	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	17	1	PM25	618	0.098	0.032	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	17	1	PM25	351	0.098	0.025	1090	90	55	2	2	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 EB @ 10 AV	2025	Midtown	17	1	PM25	471	0.101	0.088	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	17	1	PM25	671	0.099	0.034	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	17	1	PM25	513	0.101	0.085	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	17	1	PM25	681	0.101	0.081	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	17	1	PM25	466	0.100	0.074	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	17	1	PM25	1492	0.098	0.020	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	17	1	PM25	1073	0.098	0.018	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	17	1	PM25	831	0.100	0.077	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	17	1	PM25	863	0.100	0.075	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	17	1	PM25	787	0.098	0.020	1288	120	65	3	4	1	3
6 AV @ 31 ST	2025	Midtown	17	1	PM25	2407	0.098	0.030	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	17	1	PM25	2412	0.098	0.031	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	17	1	PM25	2337	0.098	0.031	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	17	1	PM25	1940	0.098	0.031	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	17	1	PM25	1964	0.098	0.031	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	17	1	PM25	2081	0.098	0.031	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	17	1	PM25	1958	0.098	0.031	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	17	1	PM25	2010	0.098	0.031	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	17	1	PM25	2360	0.098	0.030	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	17	1	PM25	2324	0.098	0.030	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	17	1	PM25	2209	0.098	0.030	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	17	1	PM25	1821	0.098	0.030	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	17	1	PM25	2149	0.098	0.030	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	17	1	PM25	2581	0.098	0.031	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	17	1	PM25	2298	0.098	0.031	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	17	1	PM25	900	0.098	0.017	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	17	1	PM25	1028	0.098	0.017	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	17	1	PM25	1099	0.098	0.017	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	17	1	PM25	1099	0.098	0.017	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	17	1	PM25	1162	0.098	0.017	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	17	1	PM25	1275	0.098	0.017	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	17	1	PM25	1439	0.098	0.016	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	17	1	PM25	1330	0.098	0.023	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	17	1	PM25	1193	0.098	0.023	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	17	1	PM25	1162	0.098	0.023	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	17	1	PM25	550	0.098	0.024	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	17	1	PM25	1031	0.098	0.025	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	17	1	PM25	492	0.098	0.022	1603	120	90	3	3	1	3
CANAL WB WATTS	2025	Midtown	17	1	PM25	422	0.098	0.023	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	17	1	PM25	3561	0.047	0.010	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	17	1	PM25	4405	0.047	0.010	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	17	1	PM25	4530	0.047	0.010	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	17	1	PM25	4649	0.047	0.010	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	17	1	PM25	4160	0.047	0.010	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	17	1	PM25	4114	0.047	0.010	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	17	1	PM25	4039	0.047	0.010	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	17	1	PM25	4379	0.047	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	17	1	PM25	4486	0.047	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	17	1	PM25	4212	0.047	0.010	1711	120	49	2	4	1	3
9A NB CANAL	2025	Midtown	17	1	PM25	3515	0.098	0.010	1718	120	30	2	5	1	3
9A NB CANAL	2025	Midtown	17	1	PM25	3370	0.098	0.010	1801	120	30	2	4	1	3
9A NB HOUSTON	2025	Midtown	17	1	PM25	3463	0.098	0.010	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	17	1	PM25	3593	0.098	0.010	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	17	1	PM25	3128	0.047	0.007	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	17	1	PM25	3096	0.047	0.007	1611	120	27	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SB @ 37 ST	2025	Midtown	17	1	PM25	3054	0.047	0.007	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	17	1	PM25	3031	0.047	0.006	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	17	1	PM25	3044	0.047	0.006	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	17	1	PM25	3059	0.047	0.006	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	17	1	PM25	3207	0.047	0.006	1596	120	51	2	5	1	3
9A SB CANAL	2025	Midtown	17	1	PM25	3796	0.098	0.011	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	17	1	PM25	3609	0.098	0.011	1722	120	30	2	5	1	3
9A SB VESTRY	2025	Midtown	17	1	PM25	3046	0.098	0.011	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	17	1	PM25	3046	0.098	0.011	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	17	1	PM25	353	0.048	0.030	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	17	1	PM25	369	0.047	0.003	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2025	Midtown	17	1	PM25	325	0.047	0.006	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	17	1	PM25	2779	0.047	0.007	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	17	1	PM25	2886	0.047	0.006	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2025	Midtown	17	1	PM25	3292	0.047	0.006	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	17	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	17	1	PM25	1038	0.099	0.032	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	17	1	PM25	1192	0.099	0.034	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	17	1	PM25	2991	0.099	0.039	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	17	1	PM25	48	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	17	1	PM25	7	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	17	1	PM25	200	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	17	1	PM25	521	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	17	1	PM25	4	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	17	1	PM25	147	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	17	1	PM25	763	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	17	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	18	1	PM25	2490	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	18	1	PM25	2911	0.098	0.021	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	18	1	PM25	3113	0.098	0.022	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	18	1	PM25	3039	0.098	0.022	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	18	1	PM25	3187	0.098	0.023	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	18	1	PM25	3411	0.098	0.025	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	18	1	PM25	3802	0.098	0.025	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	18	1	PM25	4157	0.098	0.023	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	18	1	PM25	4141	0.098	0.024	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	18	1	PM25	4137	0.098	0.023	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	18	1	PM25	4222	0.098	0.022	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	18	1	PM25	4514	0.098	0.024	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	18	1	PM25	4780	0.098	0.028	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	18	1	PM25	4620	0.098	0.028	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	18	1	PM25	4649	0.098	0.028	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	18	1	PM25	202	0.098	0.020	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	18	1	PM25	774	0.099	0.035	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	18	1	PM25	650	0.099	0.038	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	18	1	PM25	1057	0.099	0.037	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	18	1	PM25	729	0.099	0.044	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	18	1	PM25	856	0.099	0.034	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	18	1	PM25	374	0.096	-0.019	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	18	1	PM25	544	0.097	-0.001	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	18	1	PM25	2377	0.098	0.008	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	18	1	PM25	1812	0.098	0.008	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	18	1	PM25	2596	0.097	0.005	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	18	1	PM25	1920	0.098	0.009	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	18	1	PM25	2591	0.097	0.006	1316	90	27	2	5	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 37 ST	2025	Midtown	18	1	PM25	1976	0.097	0.006	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	18	1	PM25	2460	0.097	0.006	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	18	1	PM25	2256	0.097	0.007	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	18	1	PM25	3415	0.098	0.009	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	18	1	PM25	3380	0.098	0.010	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	18	1	PM25	2813	0.098	0.010	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	18	1	PM25	2513	0.098	0.010	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	18	1	PM25	2416	0.098	0.010	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	18	1	PM25	2274	0.098	0.009	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	18	1	PM25	970	0.098	0.023	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	18	1	PM25	681	0.099	0.034	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	18	1	PM25	948	0.099	0.033	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	18	1	PM25	948	0.099	0.033	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	18	1	PM25	1114	0.099	0.031	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	18	1	PM25	986	0.098	0.021	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	18	1	PM25	1298	0.098	0.021	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	18	1	PM25	786	0.098	0.020	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	18	1	PM25	655	0.098	0.022	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	18	1	PM25	1083	0.099	0.034	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	18	1	PM25	767	0.100	0.057	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	18	1	PM25	1249	0.098	0.015	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	18	1	PM25	626	0.100	0.063	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	18	1	PM25	845	0.100	0.066	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	18	1	PM25	861	0.100	0.066	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	18	1	PM25	800	0.100	0.059	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	18	1	PM25	763	0.100	0.059	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	18	1	PM25	735	0.100	0.059	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	18	1	PM25	1513	0.098	0.016	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	18	1	PM25	1519	0.098	0.013	1854	120	72	3	3	1	3
39 EB @ 11 AV	2025	Midtown	18	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	18	1	PM25	8	0.059	-0.985	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	18	1	PM25	332	0.096	-0.023	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	18	1	PM25	776	0.098	0.029	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	18	1	PM25	445	0.098	0.022	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	18	1	PM25	556	0.101	0.087	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	18	1	PM25	759	0.099	0.038	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	18	1	PM25	613	0.101	0.082	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	18	1	PM25	821	0.100	0.077	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	18	1	PM25	592	0.100	0.070	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	18	1	PM25	1526	0.098	0.020	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	18	1	PM25	1201	0.098	0.018	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	18	1	PM25	871	0.100	0.075	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	18	1	PM25	916	0.100	0.072	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	18	1	PM25	843	0.098	0.019	1288	120	65	3	4	1	3
6 AV @ 31 ST	2025	Midtown	18	1	PM25	2488	0.098	0.029	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	18	1	PM25	2489	0.098	0.029	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	18	1	PM25	2415	0.098	0.029	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	18	1	PM25	1982	0.098	0.030	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	18	1	PM25	2005	0.098	0.030	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	18	1	PM25	2114	0.098	0.031	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	18	1	PM25	2012	0.098	0.030	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	18	1	PM25	2058	0.098	0.030	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	18	1	PM25	2722	0.098	0.028	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	18	1	PM25	2663	0.098	0.029	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	18	1	PM25	2512	0.098	0.028	1350	90	35	2	4	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9 AVE SB 34 ST	2025	Midtown	18	1	PM25	2155	0.098	0.028	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	18	1	PM25	2537	0.098	0.028	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	18	1	PM25	3842	0.098	0.031	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	18	1	PM25	3424	0.098	0.031	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	18	1	PM25	900	0.098	0.016	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	18	1	PM25	1024	0.098	0.017	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	18	1	PM25	1091	0.098	0.017	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	18	1	PM25	1091	0.098	0.017	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	18	1	PM25	1173	0.098	0.016	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	18	1	PM25	1287	0.098	0.016	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	18	1	PM25	1464	0.098	0.015	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	18	1	PM25	1095	0.098	0.022	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	18	1	PM25	994	0.098	0.021	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	18	1	PM25	972	0.098	0.021	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	18	1	PM25	528	0.098	0.022	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	18	1	PM25	949	0.098	0.024	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	18	1	PM25	492	0.098	0.020	1603	120	90	3	3	1	3
CANAL WB WATTS	2025	Midtown	18	1	PM25	411	0.098	0.022	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	18	1	PM25	3481	0.047	0.010	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	18	1	PM25	4317	0.047	0.010	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	18	1	PM25	4434	0.047	0.010	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	18	1	PM25	4546	0.047	0.010	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	18	1	PM25	4536	0.047	0.010	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	18	1	PM25	4489	0.047	0.010	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	18	1	PM25	4431	0.047	0.010	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	18	1	PM25	4823	0.047	0.009	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	18	1	PM25	4963	0.047	0.009	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	18	1	PM25	4698	0.047	0.009	1711	120	49	2	4	1	3
9A NB CANAL	2025	Midtown	18	1	PM25	3831	0.098	0.010	1718	120	30	2	5	1	3
9A NB CANAL	2025	Midtown	18	1	PM25	3673	0.098	0.010	1801	120	30	2	4	1	3
9A NB HOUSTON	2025	Midtown	18	1	PM25	3788	0.098	0.010	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	18	1	PM25	3915	0.098	0.010	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	18	1	PM25	3396	0.047	0.006	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	18	1	PM25	3330	0.047	0.007	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	18	1	PM25	3285	0.047	0.007	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	18	1	PM25	3258	0.047	0.006	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	18	1	PM25	3363	0.047	0.006	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	18	1	PM25	3356	0.047	0.006	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	18	1	PM25	3523	0.047	0.006	1596	120	51	2	5	1	3
9A SB CANAL	2025	Midtown	18	1	PM25	4042	0.098	0.010	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	18	1	PM25	3844	0.098	0.010	1722	120	30	2	5	1	3
9A SB VESTRY	2025	Midtown	18	1	PM25	3227	0.098	0.010	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	18	1	PM25	3227	0.098	0.010	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	18	1	PM25	386	0.048	0.029	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	18	1	PM25	401	0.047	0.003	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2025	Midtown	18	1	PM25	346	0.047	0.006	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	18	1	PM25	2982	0.047	0.007	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	18	1	PM25	3161	0.047	0.006	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2025	Midtown	18	1	PM25	3523	0.047	0.006	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	18	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	18	1	PM25	966	0.098	0.030	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	18	1	PM25	643	0.099	0.033	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	18	1	PM25	2540	0.099	0.037	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	18	1	PM25	27	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	18	1	PM25	3	0.115	0.413	0	0	0	0	0	0	0

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	18	1	PM25	279	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	18	1	PM25	413	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	18	1	PM25	4	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	18	1	PM25	247	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	18	1	PM25	933	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	18	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	19	1	PM25	2141	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	19	1	PM25	2480	0.098	0.021	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	19	1	PM25	2630	0.098	0.022	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	19	1	PM25	2604	0.098	0.022	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	19	1	PM25	2774	0.098	0.022	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	19	1	PM25	2682	0.098	0.028	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	19	1	PM25	3093	0.098	0.028	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	19	1	PM25	3191	0.098	0.028	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	19	1	PM25	3260	0.098	0.028	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	19	1	PM25	3077	0.098	0.028	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	19	1	PM25	2952	0.098	0.027	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	19	1	PM25	3490	0.098	0.028	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	19	1	PM25	4167	0.098	0.029	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	19	1	PM25	4041	0.098	0.029	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	19	1	PM25	4094	0.098	0.029	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	19	1	PM25	161	0.098	0.020	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	19	1	PM25	450	0.099	0.046	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	19	1	PM25	392	0.099	0.049	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	19	1	PM25	602	0.099	0.048	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	19	1	PM25	475	0.099	0.051	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	19	1	PM25	479	0.099	0.047	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	19	1	PM25	135	0.097	0.001	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	19	1	PM25	225	0.098	0.014	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	19	1	PM25	2074	0.098	0.012	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	19	1	PM25	1711	0.098	0.012	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	19	1	PM25	2337	0.097	0.008	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	19	1	PM25	1860	0.098	0.012	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	19	1	PM25	2514	0.098	0.008	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	19	1	PM25	1933	0.097	0.008	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	19	1	PM25	2515	0.098	0.008	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	19	1	PM25	2465	0.098	0.008	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	19	1	PM25	2003	0.098	0.010	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	19	1	PM25	1930	0.098	0.010	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	19	1	PM25	1417	0.098	0.010	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	19	1	PM25	1245	0.098	0.009	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	19	1	PM25	1241	0.098	0.010	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	19	1	PM25	1151	0.098	0.010	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	19	1	PM25	665	0.098	0.022	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	19	1	PM25	600	0.098	0.026	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	19	1	PM25	641	0.099	0.035	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	19	1	PM25	641	0.099	0.035	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	19	1	PM25	770	0.099	0.033	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	19	1	PM25	640	0.098	0.021	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	19	1	PM25	903	0.098	0.022	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	19	1	PM25	530	0.098	0.020	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	19	1	PM25	592	0.098	0.025	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	19	1	PM25	777	0.099	0.036	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	19	1	PM25	661	0.100	0.060	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	19	1	PM25	1100	0.098	0.015	978	90	63	2	2	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 5 AV	2025	Midtown	19	1	PM25	609	0.100	0.068	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	19	1	PM25	847	0.100	0.070	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	19	1	PM25	833	0.100	0.070	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	19	1	PM25	681	0.100	0.062	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	19	1	PM25	662	0.100	0.061	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	19	1	PM25	636	0.100	0.062	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	19	1	PM25	1439	0.098	0.016	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	19	1	PM25	1187	0.098	0.014	1854	120	72	3	3	1	3
39 EB @ 11 AV	2025	Midtown	19	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	19	1	PM25	4	0.060	-0.960	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	19	1	PM25	104	0.096	-0.024	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	19	1	PM25	592	0.099	0.035	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	19	1	PM25	330	0.098	0.030	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	19	1	PM25	525	0.101	0.090	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	19	1	PM25	786	0.099	0.032	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	19	1	PM25	555	0.101	0.090	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	19	1	PM25	730	0.101	0.088	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	19	1	PM25	461	0.101	0.084	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	19	1	PM25	1798	0.098	0.021	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	19	1	PM25	1178	0.098	0.020	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	19	1	PM25	974	0.101	0.080	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	19	1	PM25	1007	0.101	0.079	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	19	1	PM25	898	0.098	0.021	1288	120	65	3	4	1	3
6 AV @ 31 ST	2025	Midtown	19	1	PM25	2421	0.098	0.031	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	19	1	PM25	2436	0.098	0.031	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	19	1	PM25	2357	0.098	0.031	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	19	1	PM25	1968	0.098	0.032	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	19	1	PM25	1992	0.098	0.032	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	19	1	PM25	2119	0.098	0.032	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	19	1	PM25	1978	0.098	0.032	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	19	1	PM25	2036	0.098	0.032	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	19	1	PM25	2518	0.098	0.032	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	19	1	PM25	2499	0.098	0.032	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	19	1	PM25	2375	0.098	0.032	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	19	1	PM25	1911	0.098	0.032	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	19	1	PM25	2251	0.098	0.032	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	19	1	PM25	2722	0.098	0.032	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	19	1	PM25	2434	0.098	0.032	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	19	1	PM25	906	0.098	0.017	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	19	1	PM25	1039	0.098	0.017	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	19	1	PM25	1114	0.098	0.017	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	19	1	PM25	1114	0.098	0.017	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	19	1	PM25	1165	0.098	0.017	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	19	1	PM25	1278	0.098	0.017	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	19	1	PM25	1431	0.098	0.017	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	19	1	PM25	1032	0.098	0.024	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	19	1	PM25	924	0.098	0.024	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	19	1	PM25	899	0.098	0.024	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	19	1	PM25	502	0.098	0.023	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	19	1	PM25	949	0.098	0.024	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	19	1	PM25	442	0.098	0.022	1603	120	90	3	3	1	3
CANAL WB WATTS	2025	Midtown	19	1	PM25	383	0.098	0.023	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	19	1	PM25	3519	0.047	0.010	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	19	1	PM25	4334	0.047	0.010	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	19	1	PM25	4460	0.047	0.010	1613	120	37	0	5	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 39 ST	2025	Midtown	19	1	PM25	4581	0.047	0.010	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	19	1	PM25	3566	0.047	0.010	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	19	1	PM25	3524	0.047	0.010	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	19	1	PM25	3460	0.047	0.010	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	19	1	PM25	3729	0.047	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	19	1	PM25	3805	0.047	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	19	1	PM25	3541	0.047	0.010	1711	120	49	2	4	1	3
9A NB CANAL	2025	Midtown	19	1	PM25	3636	0.098	0.010	1718	120	30	2	5	1	3
9A NB CANAL	2025	Midtown	19	1	PM25	3484	0.098	0.010	1801	120	30	2	4	1	3
9A NB HOUSTON	2025	Midtown	19	1	PM25	3566	0.098	0.010	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	19	1	PM25	3718	0.098	0.010	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	19	1	PM25	3268	0.047	0.007	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	19	1	PM25	3262	0.047	0.007	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	19	1	PM25	3217	0.047	0.007	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	19	1	PM25	3191	0.047	0.006	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	19	1	PM25	3245	0.047	0.006	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	19	1	PM25	3282	0.047	0.006	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	19	1	PM25	3434	0.047	0.006	1596	120	51	2	5	1	3
9A SB CANAL	2025	Midtown	19	1	PM25	3665	0.098	0.012	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	19	1	PM25	3481	0.098	0.012	1722	120	30	2	5	1	3
9A SB VESTRY	2025	Midtown	19	1	PM25	2957	0.098	0.012	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	19	1	PM25	2957	0.098	0.012	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	19	1	PM25	367	0.048	0.030	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	19	1	PM25	399	0.047	0.003	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2025	Midtown	19	1	PM25	310	0.047	0.006	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	19	1	PM25	2933	0.047	0.007	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	19	1	PM25	3101	0.047	0.006	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2025	Midtown	19	1	PM25	3141	0.047	0.006	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	19	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	19	1	PM25	512	0.098	0.023	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	19	1	PM25	491	0.098	0.024	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	19	1	PM25	1682	0.101	0.088	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	19	1	PM25	53	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	19	1	PM25	4	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	19	1	PM25	278	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	19	1	PM25	401	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	19	1	PM25	2	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	19	1	PM25	380	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	19	1	PM25	679	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	19	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	20	1	PM25	2794	0.098	0.017	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	20	1	PM25	3206	0.098	0.017	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	20	1	PM25	3348	0.098	0.018	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	20	1	PM25	3060	0.098	0.017	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	20	1	PM25	3162	0.098	0.018	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	20	1	PM25	3030	0.098	0.023	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	20	1	PM25	3389	0.098	0.024	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	20	1	PM25	3524	0.098	0.025	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	20	1	PM25	3238	0.098	0.026	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	20	1	PM25	3043	0.098	0.026	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	20	1	PM25	2972	0.098	0.026	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	20	1	PM25	3407	0.098	0.026	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	20	1	PM25	4235	0.098	0.027	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	20	1	PM25	4113	0.098	0.027	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	20	1	PM25	4170	0.098	0.027	1274	90	36	2	5	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 35 ST	2025	Midtown	20	1	PM25	222	0.098	0.017	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	20	1	PM25	381	0.098	0.017	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	20	1	PM25	263	0.098	0.024	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	20	1	PM25	449	0.098	0.020	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	20	1	PM25	314	0.098	0.026	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	20	1	PM25	337	0.098	0.025	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	20	1	PM25	115	0.098	0.008	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	20	1	PM25	209	0.098	0.011	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	20	1	PM25	2156	0.098	0.016	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	20	1	PM25	1780	0.098	0.017	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	20	1	PM25	2439	0.098	0.010	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	20	1	PM25	1964	0.098	0.016	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	20	1	PM25	2798	0.098	0.009	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	20	1	PM25	2263	0.098	0.009	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	20	1	PM25	3033	0.098	0.009	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	20	1	PM25	3043	0.098	0.011	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	20	1	PM25	2451	0.098	0.017	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	20	1	PM25	2350	0.098	0.017	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	20	1	PM25	2192	0.098	0.016	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	20	1	PM25	1958	0.098	0.016	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	20	1	PM25	1945	0.098	0.016	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	20	1	PM25	1811	0.098	0.016	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	20	1	PM25	741	0.098	0.009	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	20	1	PM25	693	0.098	0.017	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	20	1	PM25	703	0.098	0.024	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	20	1	PM25	708	0.098	0.025	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	20	1	PM25	799	0.098	0.025	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	20	1	PM25	794	0.098	0.011	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	20	1	PM25	1058	0.098	0.010	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	20	1	PM25	844	0.098	0.010	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	20	1	PM25	686	0.098	0.017	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	20	1	PM25	853	0.098	0.025	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	20	1	PM25	604	0.099	0.038	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	20	1	PM25	750	0.098	0.026	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	20	1	PM25	686	0.099	0.039	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	20	1	PM25	903	0.099	0.040	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	20	1	PM25	893	0.099	0.039	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	20	1	PM25	670	0.099	0.036	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	20	1	PM25	633	0.099	0.037	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	20	1	PM25	599	0.099	0.038	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	20	1	PM25	796	0.098	0.025	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	20	1	PM25	778	0.098	0.025	1854	120	72	3	3	1	3
39 EB @ 11 AV	2025	Midtown	20	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	20	1	PM25	507	0.097	0.007	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	20	1	PM25	469	0.097	0.007	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	20	1	PM25	571	0.097	0.006	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	20	1	PM25	329	0.097	0.005	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	20	1	PM25	592	0.099	0.037	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	20	1	PM25	982	0.098	0.026	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	20	1	PM25	658	0.099	0.037	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	20	1	PM25	846	0.099	0.037	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	20	1	PM25	502	0.099	0.036	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	20	1	PM25	2237	0.098	0.018	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	20	1	PM25	1441	0.098	0.017	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	20	1	PM25	1174	0.099	0.051	1186	90	54	3	2	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 WB @ Dyer AV	2025	Midtown	20	1	PM25	1204	0.099	0.051	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	20	1	PM25	1059	0.098	0.013	1288	120	65	3	4	1	3
6 AV @ 31 ST	2025	Midtown	20	1	PM25	2502	0.098	0.027	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	20	1	PM25	2540	0.098	0.027	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	20	1	PM25	2458	0.098	0.027	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	20	1	PM25	2063	0.098	0.027	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	20	1	PM25	2082	0.098	0.027	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	20	1	PM25	2208	0.098	0.027	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	20	1	PM25	2049	0.098	0.027	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	20	1	PM25	2104	0.098	0.027	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	20	1	PM25	3020	0.098	0.024	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	20	1	PM25	3054	0.098	0.024	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	20	1	PM25	3029	0.098	0.023	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	20	1	PM25	2541	0.098	0.024	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	20	1	PM25	2731	0.098	0.023	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	20	1	PM25	3208	0.098	0.024	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	20	1	PM25	2712	0.098	0.025	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	20	1	PM25	953	0.098	0.011	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	20	1	PM25	1095	0.098	0.011	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	20	1	PM25	1174	0.098	0.011	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	20	1	PM25	1174	0.098	0.011	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	20	1	PM25	1221	0.098	0.010	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	20	1	PM25	1339	0.098	0.010	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	20	1	PM25	1544	0.098	0.010	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	20	1	PM25	1546	0.098	0.020	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	20	1	PM25	1377	0.098	0.020	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	20	1	PM25	1336	0.098	0.020	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	20	1	PM25	614	0.098	0.018	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	20	1	PM25	1148	0.098	0.019	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	20	1	PM25	530	0.098	0.017	1603	120	90	3	3	1	3
CANAL WB WATTS	2025	Midtown	20	1	PM25	480	0.098	0.017	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	20	1	PM25	3379	0.047	0.008	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	20	1	PM25	3933	0.047	0.009	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	20	1	PM25	4050	0.047	0.009	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	20	1	PM25	3966	0.047	0.009	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	20	1	PM25	3589	0.047	0.009	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	20	1	PM25	3611	0.047	0.009	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	20	1	PM25	3529	0.047	0.009	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	20	1	PM25	3931	0.047	0.008	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	20	1	PM25	3895	0.047	0.008	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	20	1	PM25	3719	0.047	0.008	1711	120	49	2	4	1	3
9A NB CANAL	2025	Midtown	20	1	PM25	3500	0.098	0.008	1718	120	30	2	5	1	3
9A NB CANAL	2025	Midtown	20	1	PM25	3369	0.098	0.008	1801	120	30	2	4	1	3
9A NB HOUSTON	2025	Midtown	20	1	PM25	3498	0.098	0.008	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	20	1	PM25	3570	0.098	0.008	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	20	1	PM25	3070	0.047	0.007	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	20	1	PM25	3136	0.047	0.007	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	20	1	PM25	3094	0.047	0.007	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	20	1	PM25	2959	0.047	0.005	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	20	1	PM25	2879	0.047	0.005	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	20	1	PM25	2914	0.047	0.005	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	20	1	PM25	3224	0.047	0.005	1596	120	51	2	5	1	3
9A SB CANAL	2025	Midtown	20	1	PM25	3293	0.097	0.006	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	20	1	PM25	3135	0.097	0.006	1722	120	30	2	5	1	3
9A SB VESTRY	2025	Midtown	20	1	PM25	2658	0.097	0.006	1837	120	0	2	4	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A SB WATTS	2025	Midtown	20	1	PM25	2658	0.097	0.006	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	20	1	PM25	399	0.048	0.035	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	20	1	PM25	379	0.047	0.009	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2025	Midtown	20	1	PM25	426	0.047	0.005	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	20	1	PM25	2845	0.047	0.007	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	20	1	PM25	2734	0.047	0.005	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2025	Midtown	20	1	PM25	3103	0.047	0.005	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	20	1	PM25	583	0.098	0.008	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	20	1	PM25	758	0.098	0.023	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	20	1	PM25	565	0.098	0.024	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	20	1	PM25	3604	0.101	0.091	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	20	1	PM25	41	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	20	1	PM25	2	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	20	1	PM25	169	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	20	1	PM25	566	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	20	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	20	1	PM25	189	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	20	1	PM25	506	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	20	1	PM25	1195	0.101	0.090	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	21	1	PM25	2961	0.098	0.014	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	21	1	PM25	3334	0.098	0.013	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	21	1	PM25	3243	0.098	0.014	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	21	1	PM25	3049	0.098	0.014	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	21	1	PM25	2906	0.098	0.015	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	21	1	PM25	2723	0.098	0.020	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	21	1	PM25	2581	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	21	1	PM25	2497	0.098	0.022	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	21	1	PM25	2893	0.098	0.026	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	21	1	PM25	2429	0.098	0.026	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	21	1	PM25	2528	0.098	0.026	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	21	1	PM25	2987	0.098	0.026	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	21	1	PM25	3317	0.098	0.027	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	21	1	PM25	3220	0.098	0.027	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	21	1	PM25	3267	0.098	0.027	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	21	1	PM25	205	0.097	0.009	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	21	1	PM25	438	0.097	0.008	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	21	1	PM25	123	0.098	0.019	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	21	1	PM25	413	0.098	0.013	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	21	1	PM25	119	0.098	0.027	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	21	1	PM25	240	0.098	0.027	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	21	1	PM25	78	0.098	0.014	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	21	1	PM25	153	0.098	0.014	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	21	1	PM25	1290	0.098	0.014	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	21	1	PM25	1107	0.098	0.016	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	21	1	PM25	1468	0.098	0.008	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	21	1	PM25	1308	0.098	0.013	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	21	1	PM25	1773	0.097	0.006	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	21	1	PM25	1609	0.097	0.006	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	21	1	PM25	2063	0.097	0.006	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	21	1	PM25	1858	0.098	0.010	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	21	1	PM25	2638	0.098	0.016	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	21	1	PM25	2542	0.098	0.016	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	21	1	PM25	2130	0.098	0.013	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	21	1	PM25	2262	0.098	0.013	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	21	1	PM25	2204	0.098	0.014	1365	90	27	2	4	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 45 ST	2025	Midtown	21	1	PM25	2071	0.098	0.014	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	21	1	PM25	729	0.097	0.006	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	21	1	PM25	644	0.098	0.011	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	21	1	PM25	597	0.098	0.024	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	21	1	PM25	809	0.098	0.025	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	21	1	PM25	695	0.098	0.024	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	21	1	PM25	870	0.098	0.011	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	21	1	PM25	1111	0.098	0.009	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	21	1	PM25	960	0.098	0.009	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	21	1	PM25	644	0.098	0.011	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	21	1	PM25	723	0.098	0.025	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	21	1	PM25	608	0.099	0.038	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	21	1	PM25	631	0.098	0.030	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	21	1	PM25	754	0.099	0.037	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	21	1	PM25	914	0.099	0.038	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	21	1	PM25	949	0.099	0.038	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	21	1	PM25	1124	0.099	0.035	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	21	1	PM25	1034	0.099	0.036	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	21	1	PM25	631	0.099	0.038	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	21	1	PM25	657	0.098	0.030	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	21	1	PM25	657	0.098	0.029	1737	120	65	3	3	1	3
39 EB @ 11 AV	2025	Midtown	21	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	21	1	PM25	571	0.097	0.006	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	21	1	PM25	344	0.097	0.005	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	21	1	PM25	482	0.097	0.005	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	21	1	PM25	317	0.097	0.003	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	21	1	PM25	367	0.099	0.036	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	21	1	PM25	689	0.098	0.029	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	21	1	PM25	726	0.099	0.037	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	21	1	PM25	699	0.099	0.037	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	21	1	PM25	420	0.099	0.036	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	21	1	PM25	914	0.098	0.017	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	21	1	PM25	818	0.098	0.017	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	21	1	PM25	722	0.099	0.048	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	21	1	PM25	525	0.099	0.046	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	21	1	PM25	730	0.098	0.013	1270	120	59	3	4	1	3
6 AV @ 31 ST	2025	Midtown	21	1	PM25	2758	0.098	0.026	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	21	1	PM25	2773	0.098	0.026	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	21	1	PM25	2683	0.098	0.026	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	21	1	PM25	2081	0.098	0.026	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	21	1	PM25	2298	0.098	0.026	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	21	1	PM25	2414	0.098	0.027	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	21	1	PM25	2234	0.098	0.027	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	21	1	PM25	2280	0.098	0.027	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	21	1	PM25	2509	0.098	0.023	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	21	1	PM25	3060	0.098	0.023	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	21	1	PM25	2598	0.098	0.020	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	21	1	PM25	2301	0.098	0.021	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	21	1	PM25	3096	0.098	0.021	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	21	1	PM25	3562	0.098	0.023	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	21	1	PM25	2052	0.098	0.020	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	21	1	PM25	935	0.098	0.011	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	21	1	PM25	1074	0.098	0.011	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	21	1	PM25	1158	0.098	0.011	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	21	1	PM25	575	0.098	0.011	1386	90	64	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
BWY @ 35 ST	2025	Midtown	21	1	PM25	1217	0.098	0.010	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	21	1	PM25	1335	0.098	0.010	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	21	1	PM25	1560	0.098	0.010	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	21	1	PM25	1984	0.098	0.020	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	21	1	PM25	1765	0.098	0.020	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	21	1	PM25	1708	0.098	0.020	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	21	1	PM25	771	0.098	0.016	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	21	1	PM25	1393	0.098	0.018	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	21	1	PM25	546	0.098	0.014	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	21	1	PM25	617	0.098	0.015	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	21	1	PM25	2819	0.047	0.007	1695	120	55	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	21	1	PM25	3552	0.047	0.010	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	21	1	PM25	3658	0.047	0.010	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	21	1	PM25	2571	0.047	0.011	1573	120	53	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	21	1	PM25	2561	0.047	0.011	1465	120	17	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	21	1	PM25	2500	0.047	0.011	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	21	1	PM25	2493	0.047	0.011	1672	120	61	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	21	1	PM25	3577	0.047	0.008	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	21	1	PM25	3162	0.047	0.008	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	21	1	PM25	3359	0.047	0.008	1713	120	50	2	4	1	5
9A NB CANAL	2025	Midtown	21	1	PM25	3374	0.097	0.007	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	21	1	PM25	3076	0.097	0.007	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	21	1	PM25	3815	0.097	0.007	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	21	1	PM25	3791	0.097	0.007	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	21	1	PM25	2324	0.047	0.007	1785	120	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	21	1	PM25	2352	0.047	0.007	1655	120	43	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	21	1	PM25	2321	0.047	0.007	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	21	1	PM25	2156	0.047	0.004	1609	120	50	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	21	1	PM25	2263	0.047	0.004	1621	120	53	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	21	1	PM25	2256	0.047	0.004	1749	120	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	21	1	PM25	2851	0.047	0.004	1572	120	50	2	5	1	3
9A SB CANAL	2025	Midtown	21	1	PM25	2641	0.097	0.006	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	21	1	PM25	2534	0.097	0.006	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	21	1	PM25	2297	0.097	0.006	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	21	1	PM25	2297	0.097	0.006	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	21	1	PM25	301	0.047	0.026	1465	120	100	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	21	1	PM25	527	0.047	0.008	1745	120	98	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	21	1	PM25	399	0.047	0.004	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	21	1	PM25	2111	0.047	0.007	1801	120	55	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	21	1	PM25	2032	0.047	0.004	1801	120	61	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	21	1	PM25	2590	0.047	0.004	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	21	1	PM25	186	0.098	0.008	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	21	1	PM25	798	0.099	0.044	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	21	1	PM25	987	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	21	1	PM25	3378	0.101	0.091	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	21	1	PM25	11	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	21	1	PM25	1	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	21	1	PM25	102	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	21	1	PM25	231	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	21	1	PM25	4	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	21	1	PM25	54	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	21	1	PM25	345	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	21	1	PM25	1060	0.101	0.092	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	22	1	PM25	1745	0.098	0.037	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	22	1	PM25	1979	0.098	0.037	1323	90	37	2	4	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 34 ST	2025	Midtown	22	1	PM25	2133	0.098	0.037	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	22	1	PM25	1908	0.098	0.037	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	22	1	PM25	2061	0.098	0.037	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	22	1	PM25	2049	0.098	0.022	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	22	1	PM25	2475	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	22	1	PM25	2599	0.098	0.022	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	22	1	PM25	2524	0.098	0.022	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	22	1	PM25	2286	0.098	0.022	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	22	1	PM25	2399	0.098	0.022	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	22	1	PM25	2617	0.098	0.022	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	22	1	PM25	2983	0.098	0.022	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	22	1	PM25	2892	0.098	0.022	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	22	1	PM25	2938	0.098	0.022	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	22	1	PM25	116	0.099	0.062	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	22	1	PM25	158	0.098	0.024	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	22	1	PM25	144	0.098	0.025	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	22	1	PM25	212	0.098	0.024	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	22	1	PM25	179	0.098	0.025	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	22	1	PM25	167	0.098	0.024	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	22	1	PM25	67	0.097	0.007	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	22	1	PM25	128	0.098	0.008	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	22	1	PM25	1517	0.098	0.028	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	22	1	PM25	1283	0.098	0.028	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	22	1	PM25	1731	0.098	0.017	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	22	1	PM25	1385	0.098	0.028	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	22	1	PM25	1911	0.098	0.017	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	22	1	PM25	1461	0.098	0.017	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	22	1	PM25	1948	0.098	0.017	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	22	1	PM25	1950	0.098	0.017	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	22	1	PM25	1497	0.098	0.018	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	22	1	PM25	1472	0.098	0.018	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	22	1	PM25	1711	0.098	0.018	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	22	1	PM25	1514	0.098	0.018	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	22	1	PM25	1530	0.098	0.018	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	22	1	PM25	1406	0.098	0.018	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	22	1	PM25	402	0.098	0.016	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	22	1	PM25	445	0.098	0.029	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	22	1	PM25	467	0.099	0.034	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	22	1	PM25	467	0.099	0.034	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	22	1	PM25	557	0.099	0.033	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	22	1	PM25	507	0.098	0.017	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	22	1	PM25	621	0.098	0.017	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	22	1	PM25	476	0.098	0.017	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	22	1	PM25	438	0.098	0.029	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	22	1	PM25	591	0.099	0.034	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	22	1	PM25	460	0.098	0.031	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	22	1	PM25	786	0.098	0.030	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	22	1	PM25	544	0.099	0.041	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	22	1	PM25	786	0.099	0.041	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	22	1	PM25	763	0.099	0.041	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	22	1	PM25	474	0.098	0.031	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	22	1	PM25	463	0.098	0.031	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	22	1	PM25	450	0.098	0.031	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	22	1	PM25	1130	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	22	1	PM25	791	0.098	0.030	1737	120	65	3	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
39 EB @ 11 AV	2025	Midtown	22	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	22	1	PM25	300	0.098	0.012	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	22	1	PM25	249	0.098	0.011	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	22	1	PM25	312	0.098	0.012	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	22	1	PM25	161	0.098	0.011	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	22	1	PM25	627	0.099	0.036	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	22	1	PM25	1018	0.098	0.017	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	22	1	PM25	692	0.099	0.036	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	22	1	PM25	906	0.099	0.036	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	22	1	PM25	514	0.099	0.036	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	22	1	PM25	2036	0.098	0.015	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	22	1	PM25	1241	0.098	0.015	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	22	1	PM25	1045	0.099	0.056	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	22	1	PM25	1077	0.099	0.056	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	22	1	PM25	993	0.098	0.022	1270	120	59	3	4	1	3
6 AV @ 31 ST	2025	Midtown	22	1	PM25	2706	0.098	0.033	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	22	1	PM25	2732	0.098	0.033	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	22	1	PM25	2638	0.098	0.033	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	22	1	PM25	2249	0.098	0.033	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	22	1	PM25	2278	0.098	0.033	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	22	1	PM25	2446	0.098	0.033	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	22	1	PM25	2259	0.098	0.033	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	22	1	PM25	2343	0.098	0.033	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	22	1	PM25	2195	0.099	0.047	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	22	1	PM25	2183	0.099	0.047	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	22	1	PM25	2141	0.099	0.047	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	22	1	PM25	2343	0.099	0.047	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	22	1	PM25	2441	0.099	0.047	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	22	1	PM25	2992	0.099	0.047	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	22	1	PM25	2677	0.099	0.047	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	22	1	PM25	908	0.098	0.027	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	22	1	PM25	1043	0.098	0.027	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	22	1	PM25	1129	0.098	0.027	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	22	1	PM25	1129	0.098	0.027	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	22	1	PM25	1162	0.098	0.027	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	22	1	PM25	1276	0.098	0.027	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	22	1	PM25	1417	0.098	0.026	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	22	1	PM25	1957	0.100	0.087	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	22	1	PM25	1731	0.100	0.087	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	22	1	PM25	1677	0.100	0.087	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	22	1	PM25	740	0.100	0.087	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	22	1	PM25	1508	0.100	0.087	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	22	1	PM25	611	0.100	0.087	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	22	1	PM25	543	0.100	0.087	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	22	1	PM25	2943	0.047	0.011	1695	120	55	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	22	1	PM25	3613	0.047	0.011	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	22	1	PM25	3723	0.047	0.011	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	22	1	PM25	3828	0.047	0.011	1573	120	53	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	22	1	PM25	3399	0.047	0.011	1465	120	17	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	22	1	PM25	3357	0.047	0.011	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	22	1	PM25	3309	0.047	0.011	1672	120	61	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	22	1	PM25	3582	0.047	0.011	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	22	1	PM25	3637	0.047	0.011	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	22	1	PM25	3370	0.047	0.011	1713	120	50	2	4	1	5
9A NB CANAL	2025	Midtown	22	1	PM25	2484	0.098	0.013	1604	120	28	2	5	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A NB CANAL	2025	Midtown	22	1	PM25	2382	0.098	0.013	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	22	1	PM25	2407	0.098	0.013	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	22	1	PM25	2543	0.098	0.013	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	22	1	PM25	1944	0.047	0.017	1785	120	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	22	1	PM25	1952	0.047	0.017	1655	120	43	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	22	1	PM25	1924	0.047	0.017	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	22	1	PM25	1914	0.047	0.007	1609	120	50	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	22	1	PM25	2230	0.047	0.007	1621	120	53	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	22	1	PM25	2275	0.047	0.007	1749	120	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	22	1	PM25	2374	0.047	0.007	1572	120	50	2	5	1	3
9A SB CANAL	2025	Midtown	22	1	PM25	2615	0.098	0.015	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	22	1	PM25	2491	0.098	0.015	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	22	1	PM25	2134	0.098	0.015	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	22	1	PM25	2134	0.098	0.015	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	22	1	PM25	211	0.049	0.060	1465	120	100	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	22	1	PM25	270	0.047	0.006	1745	120	98	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	22	1	PM25	229	0.047	0.007	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	22	1	PM25	1764	0.047	0.017	1801	120	55	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	22	1	PM25	2157	0.047	0.007	1801	120	61	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	22	1	PM25	2292	0.047	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	22	1	PM25	610	0.098	0.012	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	22	1	PM25	949	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	22	1	PM25	998	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	22	1	PM25	3827	0.101	0.091	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	22	1	PM25	8	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	22	1	PM25	2	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	22	1	PM25	92	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	22	1	PM25	252	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	22	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	22	1	PM25	15	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	22	1	PM25	306	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	22	1	PM25	962	0.101	0.091	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	23	1	PM25	1596	0.098	0.037	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	23	1	PM25	1826	0.098	0.037	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	23	1	PM25	1977	0.098	0.037	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	23	1	PM25	1765	0.098	0.037	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	23	1	PM25	1906	0.098	0.037	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	23	1	PM25	1881	0.098	0.022	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	23	1	PM25	2272	0.098	0.022	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	23	1	PM25	2621	0.098	0.022	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	23	1	PM25	2549	0.098	0.022	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	23	1	PM25	2304	0.098	0.022	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	23	1	PM25	2428	0.098	0.022	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	23	1	PM25	2647	0.098	0.022	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	23	1	PM25	3188	0.098	0.022	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	23	1	PM25	3093	0.098	0.022	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	23	1	PM25	3141	0.098	0.022	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	23	1	PM25	109	0.099	0.062	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	23	1	PM25	143	0.098	0.025	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	23	1	PM25	132	0.098	0.025	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	23	1	PM25	192	0.098	0.025	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	23	1	PM25	165	0.098	0.025	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	23	1	PM25	152	0.098	0.025	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	23	1	PM25	64	0.098	0.008	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	23	1	PM25	123	0.098	0.009	1255	90	27	2	2	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 30 ST	2025	Midtown	23	1	PM25	1503	0.098	0.028	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	23	1	PM25	1271	0.098	0.028	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	23	1	PM25	1709	0.098	0.017	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	23	1	PM25	1371	0.098	0.028	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	23	1	PM25	1888	0.098	0.017	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	23	1	PM25	1438	0.098	0.017	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	23	1	PM25	1919	0.098	0.017	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	23	1	PM25	1925	0.098	0.017	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	23	1	PM25	1478	0.098	0.018	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	23	1	PM25	1457	0.098	0.018	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	23	1	PM25	1552	0.098	0.018	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	23	1	PM25	1373	0.098	0.018	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	23	1	PM25	1389	0.098	0.018	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	23	1	PM25	1277	0.098	0.018	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	23	1	PM25	391	0.098	0.017	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	23	1	PM25	438	0.098	0.029	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	23	1	PM25	434	0.099	0.034	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	23	1	PM25	434	0.099	0.034	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	23	1	PM25	511	0.099	0.034	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	23	1	PM25	497	0.098	0.017	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	23	1	PM25	611	0.098	0.017	1075	90	55	2	3	1	3
34 EB @ DYER AV	2025	Midtown	23	1	PM25	470	0.098	0.017	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	23	1	PM25	431	0.098	0.029	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	23	1	PM25	547	0.099	0.034	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	23	1	PM25	418	0.098	0.031	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	23	1	PM25	712	0.098	0.030	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	23	1	PM25	483	0.099	0.041	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	23	1	PM25	698	0.099	0.041	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	23	1	PM25	680	0.099	0.041	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	23	1	PM25	433	0.098	0.031	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	23	1	PM25	421	0.098	0.031	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	23	1	PM25	410	0.098	0.031	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	23	1	PM25	1022	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	23	1	PM25	714	0.098	0.030	1737	120	65	3	3	1	3
39 EB @ 11 AV	2025	Midtown	23	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	23	1	PM25	320	0.098	0.012	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	23	1	PM25	257	0.098	0.012	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	23	1	PM25	331	0.098	0.012	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	23	1	PM25	167	0.098	0.012	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	23	1	PM25	588	0.099	0.036	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	23	1	PM25	953	0.098	0.017	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	23	1	PM25	648	0.099	0.036	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	23	1	PM25	847	0.099	0.036	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	23	1	PM25	481	0.099	0.036	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	23	1	PM25	2346	0.098	0.015	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	23	1	PM25	1432	0.098	0.015	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	23	1	PM25	1206	0.099	0.056	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	23	1	PM25	1241	0.099	0.056	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	23	1	PM25	1148	0.098	0.022	1270	120	59	3	4	1	3
6 AV @ 31 ST	2025	Midtown	23	1	PM25	2551	0.098	0.033	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	23	1	PM25	2580	0.098	0.033	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	23	1	PM25	2491	0.098	0.033	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	23	1	PM25	2120	0.098	0.033	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	23	1	PM25	2147	0.098	0.033	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	23	1	PM25	2305	0.098	0.033	1265	90	45	2	5	1	4

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
6 AV @ 37 ST	2025	Midtown	23	1	PM25	2129	0.098	0.033	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	23	1	PM25	2208	0.098	0.033	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	23	1	PM25	2094	0.099	0.047	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	23	1	PM25	2086	0.099	0.047	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	23	1	PM25	2036	0.099	0.047	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	23	1	PM25	2415	0.099	0.047	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	23	1	PM25	2514	0.099	0.047	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	23	1	PM25	3090	0.099	0.047	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	23	1	PM25	2758	0.099	0.047	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	23	1	PM25	823	0.098	0.027	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	23	1	PM25	946	0.098	0.027	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	23	1	PM25	1023	0.098	0.027	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	23	1	PM25	1023	0.098	0.027	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	23	1	PM25	1053	0.098	0.027	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	23	1	PM25	1155	0.098	0.027	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	23	1	PM25	1283	0.098	0.027	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	23	1	PM25	1883	0.100	0.087	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	23	1	PM25	1666	0.100	0.087	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	23	1	PM25	1615	0.100	0.087	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	23	1	PM25	660	0.100	0.087	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	23	1	PM25	1343	0.100	0.087	1441	90	32	2	3	1	3
CANAL WB 9A	2025	Midtown	23	1	PM25	545	0.100	0.087	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	23	1	PM25	483	0.100	0.087	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	23	1	PM25	2670	0.047	0.011	1695	120	55	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	23	1	PM25	3277	0.047	0.011	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	23	1	PM25	3376	0.047	0.011	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	23	1	PM25	3472	0.047	0.011	1573	120	53	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	23	1	PM25	3195	0.047	0.011	1465	120	17	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	23	1	PM25	3155	0.047	0.011	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	23	1	PM25	3113	0.047	0.011	1672	120	61	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	23	1	PM25	3371	0.047	0.011	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	23	1	PM25	3426	0.047	0.011	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	23	1	PM25	3173	0.047	0.011	1713	120	50	2	4	1	5
9A NB CANAL	2025	Midtown	23	1	PM25	2101	0.098	0.013	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	23	1	PM25	2014	0.098	0.013	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	23	1	PM25	2037	0.098	0.013	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	23	1	PM25	2150	0.098	0.013	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	23	1	PM25	1981	0.047	0.017	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	23	1	PM25	1989	0.047	0.017	1655	120	43	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	23	1	PM25	1961	0.047	0.017	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	23	1	PM25	1949	0.047	0.007	1609	120	50	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	23	1	PM25	2044	0.047	0.007	1621	120	53	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	23	1	PM25	2084	0.047	0.007	1749	120	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	23	1	PM25	2172	0.047	0.007	1572	120	50	2	5	1	3
9A SB CANAL	2025	Midtown	23	1	PM25	2457	0.098	0.015	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	23	1	PM25	2340	0.098	0.015	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	23	1	PM25	2002	0.098	0.015	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	23	1	PM25	2002	0.098	0.015	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	23	1	PM25	215	0.049	0.060	1465	120	100	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	23	1	PM25	247	0.047	0.006	1745	120	98	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	23	1	PM25	216	0.047	0.007	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	23	1	PM25	1798	0.047	0.017	1801	120	55	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	23	1	PM25	1974	0.047	0.007	1801	120	61	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	23	1	PM25	2170	0.047	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	23	1	PM25	122	0.098	0.012	0	0	0	0	0	0	0

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	23	1	PM25	1208	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	23	1	PM25	1130	0.099	0.045	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	23	1	PM25	3778	0.101	0.091	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	23	1	PM25	12	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	23	1	PM25	3	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	23	1	PM25	131	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	23	1	PM25	191	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	23	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	23	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	23	1	PM25	221	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	23	1	PM25	1096	0.101	0.091	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2025	Midtown	24	1	PM25	1564	0.098	0.034	1311	90	35	2	4	1	4
10 AV NB @ 33 ST	2025	Midtown	24	1	PM25	1696	0.098	0.034	1323	90	37	2	4	1	4
10 AV NB @ 34 ST	2025	Midtown	24	1	PM25	1812	0.098	0.035	1328	90	35	2	5	1	3
10 AV NB @ 35 ST	2025	Midtown	24	1	PM25	1710	0.098	0.034	1320	90	35	2	4	1	4
10 AV NB @ 36 ST	2025	Midtown	24	1	PM25	1855	0.098	0.034	1303	90	35	2	4	1	4
10 AV NB @ 37 ST	2025	Midtown	24	1	PM25	1922	0.098	0.019	1294	90	37	2	4	1	4
10 AV NB @ 38 ST	2025	Midtown	24	1	PM25	2267	0.098	0.019	1311	90	35	2	4	1	4
10 AV NB @ 39 ST	2025	Midtown	24	1	PM25	2590	0.098	0.019	1308	90	40	2	4	1	4
10 AV NB @ 40 ST	2025	Midtown	24	1	PM25	2556	0.098	0.019	1325	90	41	2	6	1	4
10 AV NB @ 41 ST	2025	Midtown	24	1	PM25	2383	0.098	0.019	1401	90	50	2	5	1	3
10 AV NB @ 42 ST	2025	Midtown	24	1	PM25	2421	0.098	0.019	1345	90	40	2	4	1	4
10 AV NB @ 43 ST	2025	Midtown	24	1	PM25	2666	0.098	0.019	1341	90	40	2	6	1	4
10 AV NB @ 44 ST	2025	Midtown	24	1	PM25	3175	0.098	0.021	1332	90	35	2	6	1	4
10 AV NB @ 45 ST	2025	Midtown	24	1	PM25	3087	0.098	0.021	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2025	Midtown	24	1	PM25	3131	0.098	0.021	1274	90	36	2	5	1	4
11 AV NB @ 35 ST	2025	Midtown	24	1	PM25	88	0.099	0.059	1556	90	45	2	3	1	3
11 AV NB @ 36 ST	2025	Midtown	24	1	PM25	196	0.098	0.016	1381	90	27	2	3	1	3
11 AV NB @ 37 ST	2025	Midtown	24	1	PM25	169	0.098	0.017	1342	90	27	2	2	1	3
11 AV NB @ 38 ST	2025	Midtown	24	1	PM25	233	0.098	0.016	1390	90	27	2	3	1	3
11 AV NB @ 39 ST	2025	Midtown	24	1	PM25	162	0.098	0.019	1332	90	36	2	3	1	3
11 AV NB @ 40 ST	2025	Midtown	24	1	PM25	202	0.098	0.012	1187	90	27	2	3	1	3
11 AV NB @ 45 ST	2025	Midtown	24	1	PM25	132	0.097	-0.003	1123	90	27	2	3	1	4
11 AV NB @ 46 ST	2025	Midtown	24	1	PM25	213	0.097	0.002	1255	90	27	2	2	1	4
11 AV SB @ 30 ST	2025	Midtown	24	1	PM25	1591	0.098	0.025	1363	90	45	2	4	1	3
11 AV SB @ 33 ST	2025	Midtown	24	1	PM25	1334	0.098	0.025	1385	90	30	2	4	1	3
11 AV SB @ 34 ST	2025	Midtown	24	1	PM25	1872	0.098	0.015	1415	90	27	2	4	1	4
11 AV SB @ 35 ST	2025	Midtown	24	1	PM25	1439	0.098	0.026	1319	90	45	2	5	1	3
11 AV SB @ 36 ST	2025	Midtown	24	1	PM25	1981	0.098	0.016	1316	90	27	2	5	1	3
11 AV SB @ 37 ST	2025	Midtown	24	1	PM25	1605	0.098	0.016	1475	90	27	2	4	1	3
11 AV SB @ 38 ST	2025	Midtown	24	1	PM25	2059	0.098	0.016	1274	90	27	2	4	1	3
11 AV SB @ 39 ST	2025	Midtown	24	1	PM25	1939	0.098	0.016	1424	90	36	2	4	1	3
11 AV SB @ 40 ST	2025	Midtown	24	1	PM25	1636	0.098	0.016	1453	90	27	2	7	1	3
11 AV SB @ 41 ST	2025	Midtown	24	1	PM25	1498	0.098	0.016	1460	90	36	2	6	1	3
11 AV SB @ 42 ST	2025	Midtown	24	1	PM25	1400	0.098	0.017	1482	90	50	2	5	1	4
11 AV SB @ 43 ST	2025	Midtown	24	1	PM25	1317	0.098	0.017	1387	90	27	2	5	1	4
11 AV SB @ 44 ST	2025	Midtown	24	1	PM25	1327	0.098	0.018	1365	90	27	2	4	1	4
11 AV SB @ 45 ST	2025	Midtown	24	1	PM25	1224	0.098	0.017	1385	90	27	2	3	1	4
34 EB @ 10 AV	2025	Midtown	24	1	PM25	459	0.098	0.013	980	90	55	2	2	1	3
34 EB @ 11 AV	2025	Midtown	24	1	PM25	414	0.098	0.027	1115	90	63	2	3	1	3
34 EB @ 5 AV	2025	Midtown	24	1	PM25	405	0.098	0.028	1252	90	45	2	3	1	3
34 EB @ 6 AV	2025	Midtown	24	1	PM25	391	0.098	0.028	1274	90	58	2	3	1	3
34 EB @ 7 AV	2025	Midtown	24	1	PM25	500	0.098	0.027	1200	90	49	3	3	1	3
34 EB @ 8 AV	2025	Midtown	24	1	PM25	557	0.098	0.013	754	90	45	2	2	1	3
34 EB @ 9 AV	2025	Midtown	24	1	PM25	660	0.098	0.014	1075	90	55	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ DYER AV	2025	Midtown	24	1	PM25	538	0.098	0.013	1208	90	21	2	2	1	3
34 EB @ JJCC	2025	Midtown	24	1	PM25	412	0.098	0.027	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2025	Midtown	24	1	PM25	494	0.098	0.029	1189	90	50	2	2	1	3
34 WB @ 10 AV	2025	Midtown	24	1	PM25	452	0.098	0.028	1153	90	55	2	2	1	3
34 WB @ 11 AV	2025	Midtown	24	1	PM25	599	0.098	0.030	978	90	63	2	2	1	3
34 WB @ 5 AV	2025	Midtown	24	1	PM25	509	0.099	0.037	1239	90	45	2	3	1	3
34 WB @ 6 AV	2025	Midtown	24	1	PM25	699	0.099	0.038	1239	90	58	2	3	1	3
34 WB @ 7 AV	2025	Midtown	24	1	PM25	692	0.099	0.038	987	90	49	3	3	1	3
34 WB @ 8 AV	2025	Midtown	24	1	PM25	463	0.098	0.028	1189	90	45	2	3	1	3
34 WB @ 9 AV	2025	Midtown	24	1	PM25	463	0.098	0.027	1358	90	40	2	3	1	3
34 WB @ DYER AV	2025	Midtown	24	1	PM25	454	0.098	0.028	1219	90	58	2	3	1	3
34 WB @ JJCC	2025	Midtown	24	1	PM25	869	0.098	0.031	1452	120	23	2	3	1	3
34 WB @ 12 AV	2025	Midtown	24	1	PM25	658	0.098	0.029	1737	120	65	3	3	1	3
39 EB @ 11 AV	2025	Midtown	24	1	PM25	0	0.000	0.000	915	90	54	2	1	1	3
39 WB @ 10 AV	2025	Midtown	24	1	PM25	437	0.098	0.011	1502	90	50	2	3	1	3
39 WB @ 11 AV	2025	Midtown	24	1	PM25	406	0.098	0.009	1309	90	54	2	2	1	3
39 WB @ 8 AV	2025	Midtown	24	1	PM25	316	0.098	0.010	931	90	45	2	2	1	3
39 WB @ 9 AV	2025	Midtown	24	1	PM25	175	0.098	0.009	1090	90	55	2	2	1	3
42 EB @ 10 AV	2025	Midtown	24	1	PM25	384	0.099	0.034	645	90	57	2	2	1	3
42 EB @ 11 AV	2025	Midtown	24	1	PM25	621	0.098	0.016	1143	90	52	2	3	1	3
42 EB @ 8 AV	2025	Midtown	24	1	PM25	443	0.099	0.035	1142	90	40	2	3	1	3
42 EB @ 9 AV	2025	Midtown	24	1	PM25	604	0.099	0.032	1223	90	54	3	2	1	3
42 EB @ Dyer AV	2025	Midtown	24	1	PM25	336	0.099	0.032	1312	90	51	2	2	1	3
42 WB @ 10 AV	2025	Midtown	24	1	PM25	2024	0.098	0.014	1145	90	57	2	3	1	3
42 WB @ 11 AV	2025	Midtown	24	1	PM25	1325	0.098	0.014	1394	90	40	2	3	1	3
42 WB @ 9 AV	2025	Midtown	24	1	PM25	970	0.099	0.054	1186	90	54	3	2	1	3
42 WB @ Dyer AV	2025	Midtown	24	1	PM25	1007	0.099	0.053	1288	90	51	2	2	1	3
42 WB @ 12 AV	2025	Midtown	24	1	PM25	1116	0.098	0.021	1270	120	59	3	4	1	3
6 AV @ 31 ST	2025	Midtown	24	1	PM25	2465	0.098	0.033	1270	90	44	2	4	1	4
6 AV @ 32 ST	2025	Midtown	24	1	PM25	2483	0.098	0.033	1298	90	44	2	4	1	4
6 AV @ 33 ST	2025	Midtown	24	1	PM25	2399	0.098	0.033	1456	90	44	8	5	1	3
6 AV @ 34 ST	2025	Midtown	24	1	PM25	2030	0.098	0.033	1573	90	58	3	4	1	3
6 AV @ 35 ST	2025	Midtown	24	1	PM25	2076	0.098	0.033	1413	90	40	2	4	1	4
6 AV @ 36 ST	2025	Midtown	24	1	PM25	2226	0.098	0.033	1265	90	45	2	5	1	4
6 AV @ 37 ST	2025	Midtown	24	1	PM25	2061	0.098	0.033	1293	90	45	2	5	1	4
6 AV @ 38 ST	2025	Midtown	24	1	PM25	2135	0.098	0.033	1281	90	40	2	5	1	4
9 AVE SB 30 ST	2025	Midtown	24	1	PM25	2356	0.099	0.043	1355	90	41	2	5	1	4
9 AVE SB 31 ST	2025	Midtown	24	1	PM25	2469	0.099	0.043	1240	90	35	2	5	1	4
9 AVE SB 33 ST	2025	Midtown	24	1	PM25	2329	0.099	0.043	1350	90	35	2	4	1	4
9 AVE SB 34 ST	2025	Midtown	24	1	PM25	2425	0.099	0.043	1186	90	50	2	4	1	4
9 AVE SB 35 ST	2025	Midtown	24	1	PM25	2651	0.099	0.043	1221	90	35	2	5	1	4
9 AVE SB 36 ST	2025	Midtown	24	1	PM25	3211	0.099	0.044	1259	90	35	2	5	1	4
9 AVE SB 37 ST	2025	Midtown	24	1	PM25	2616	0.099	0.044	1378	90	35	2	5	1	4
BWY @ 30 ST	2025	Midtown	24	1	PM25	871	0.098	0.026	1354	90	44	2	2	1	3
BWY @ 31 ST	2025	Midtown	24	1	PM25	999	0.098	0.026	1212	90	44	2	2	1	3
BWY @ 33 ST	2025	Midtown	24	1	PM25	1080	0.098	0.026	1516	90	46	2	2	1	3
BWY @ 34 ST	2025	Midtown	24	1	PM25	1074	0.098	0.026	1386	90	64	2	3	1	3
BWY @ 35 ST	2025	Midtown	24	1	PM25	1117	0.098	0.026	1265	90	62	2	3	1	3
BWY @ 36 ST	2025	Midtown	24	1	PM25	1221	0.098	0.026	1228	90	55	2	4	1	3
BWY @ 37 ST	2025	Midtown	24	1	PM25	1375	0.098	0.026	1209	90	50	2	5	1	3
CANAL EB GREENWICH	2025	Midtown	24	1	PM25	1877	0.100	0.084	1265	120	45	2	4	1	3
CANAL EB HUDSON	2025	Midtown	24	1	PM25	1667	0.100	0.084	1127	90	32	2	3	1	3
CANAL EB WATTS	2025	Midtown	24	1	PM25	1618	0.100	0.084	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2025	Midtown	24	1	PM25	624	0.100	0.086	1536	120	45	2	2	1	3
CANAL WB HUDSON	2025	Midtown	24	1	PM25	1255	0.100	0.087	1441	90	32	2	3	1	3

Table T10-2
PM 2.5 24-Hour 2025 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
CANAL WB 9A	2025	Midtown	24	1	PM25	517	0.100	0.084	1460	120	92	3	3	1	3
CANAL WB WATTS	2025	Midtown	24	1	PM25	459	0.100	0.085	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2025	Midtown	24	1	PM25	2361	0.047	0.011	1695	120	55	2	5	1	3
12 AV NB @ 36 ST	2025	Midtown	24	1	PM25	2919	0.047	0.011	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2025	Midtown	24	1	PM25	3006	0.047	0.011	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2025	Midtown	24	1	PM25	2990	0.047	0.010	1573	120	53	2	5	1	3
12 AV NB @ 40 ST	2025	Midtown	24	1	PM25	2751	0.047	0.010	1465	120	17	3	6	1	3
12 AV NB @ 41 ST	2025	Midtown	24	1	PM25	2676	0.047	0.010	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2025	Midtown	24	1	PM25	2564	0.047	0.010	1672	120	61	2	5	1	5
12 AV NB @ 43 ST	2025	Midtown	24	1	PM25	3002	0.047	0.010	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2025	Midtown	24	1	PM25	2974	0.047	0.010	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2025	Midtown	24	1	PM25	2866	0.047	0.010	1713	120	50	2	4	1	5
9A NB CANAL	2025	Midtown	24	1	PM25	1657	0.098	0.012	1604	120	28	2	5	1	3
9A NB CANAL	2025	Midtown	24	1	PM25	1588	0.098	0.012	1655	120	28	2	4	1	3
9A NB HOUSTON	2025	Midtown	24	1	PM25	1642	0.098	0.012	1806	120	39	2	5	1	3
9A NB WATTS	2025	Midtown	24	1	PM25	1722	0.098	0.012	1737	120	38	2	4	1	3
12 AV SB @ 30 ST	2025	Midtown	24	1	PM25	1658	0.047	0.016	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2025	Midtown	24	1	PM25	1709	0.047	0.016	1655	120	43	2	3	1	3
12 AV SB @ 37 ST	2025	Midtown	24	1	PM25	1685	0.047	0.016	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2025	Midtown	24	1	PM25	1646	0.047	0.006	1609	120	50	2	4	1	3
12 AV SB @ 40 ST	2025	Midtown	24	1	PM25	1765	0.047	0.006	1621	120	53	2	5	1	3
12 AV SB @ 41 ST	2025	Midtown	24	1	PM25	1804	0.047	0.007	1749	120	53	2	3	1	5
12 AV SB @ 43 ST	2025	Midtown	24	1	PM25	1895	0.047	0.007	1572	120	50	2	5	1	3
9A SB CANAL	2025	Midtown	24	1	PM25	2660	0.098	0.014	1629	120	1	2	5	1	3
9A SB CANAL	2025	Midtown	24	1	PM25	2537	0.098	0.014	1598	120	28	2	5	1	3
9A SB VESTRY	2025	Midtown	24	1	PM25	2171	0.098	0.014	1837	120	0	2	4	1	3
9A SB WATTS	2025	Midtown	24	1	PM25	2171	0.098	0.014	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2025	Midtown	24	1	PM25	206	0.048	0.051	1465	120	100	2	2	1	3
12 AV SBL @ 42 ST	2025	Midtown	24	1	PM25	200	0.047	0.006	1745	120	98	2	2	1	5
12 AV SBL @ 44 ST	2025	Midtown	24	1	PM25	200	0.047	0.007	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2025	Midtown	24	1	PM25	1486	0.047	0.016	1801	120	55	2	3	1	3
12 AV SBT @ 42 ST	2025	Midtown	24	1	PM25	1693	0.047	0.007	1801	120	61	2	3	1	5
12 AV SBT @ 44 ST	2025	Midtown	24	1	PM25	1790	0.047	0.007	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2025	Midtown	24	1	PM25	206	0.097	0.006	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2025	Midtown	24	1	PM25	836	0.099	0.040	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2025	Midtown	24	1	PM25	1034	0.099	0.044	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2025	Midtown	24	1	PM25	3430	0.100	0.084	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2025	Midtown	24	1	PM25	5	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2025	Midtown	24	1	PM25	2	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2025	Midtown	24	1	PM25	151	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2025	Midtown	24	1	PM25	145	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2025	Midtown	24	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2025	Midtown	24	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2025	Midtown	24	1	PM25	209	0.115	0.413	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2025	Midtown	24	1	PM25	1143	0.100	0.086	0	0	0	0	0	0	0

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 31 ST	2010	Midtown	1	1	PM25	1523	0.015	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	1	1	PM25	1791	0.015	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	1	1	PM25	2005	0.015	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	1	1	PM25	2052	0.015	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	1	1	PM25	2188	0.015	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	1	1	PM25	1971	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	1	1	PM25	2164	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	1	1	PM25	1847	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	1	1	PM25	1825	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	1	1	PM25	2002	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	1	1	PM25	2283	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	1	1	PM25	2368	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	1	1	PM25	2074	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	1	1	PM25	2016	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	1	1	PM25	1987	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	1	1	PM25	93	0.018	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	1	1	PM25	154	0.014	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	1	1	PM25	128	0.014	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	1	1	PM25	143	0.014	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	1	1	PM25	101	0.014	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	1	1	PM25	174	0.012	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	1	1	PM25	462	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	1	1	PM25	533	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	1	1	PM25	698	0.013	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	1	1	PM25	576	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	1	1	PM25	785	0.012	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	1	1	PM25	615	0.013	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	1	1	PM25	738	0.012	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	1	1	PM25	647	0.012	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	1	1	PM25	800	0.012	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	1	1	PM25	616	0.012	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	1	1	PM25	1214	0.012	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	1	1	PM25	1087	0.012	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	1	1	PM25	879	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	1	1	PM25	707	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	1	1	PM25	704	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	1	1	PM25	655	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	1	1	PM25	482	0.012	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	1	1	PM25	460	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	1	1	PM25	486	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	1	1	PM25	517	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	1	1	PM25	568	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	1	1	PM25	713	0.012	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	1	1	PM25	700	0.012	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	1	1	PM25	455	0.012	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	1	1	PM25	444	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	1	1	PM25	516	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	1	1	PM25	391	0.013	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	1	1	PM25	381	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	1	1	PM25	329	0.013	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	1	1	PM25	405	0.013	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	1	1	PM25	397	0.013	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	1	1	PM25	391	0.014	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	1	1	PM25	453	0.013	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	1	1	PM25	417	0.013	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	1	1	PM25	457	0.014	0.000	1452	120	23	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 12 AV	2010	Midtown	1	1	PM25	430	0.014	0.000	1737	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	1	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	1	1	PM25	389	0.012	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	1	1	PM25	265	0.012	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	1	1	PM25	655	0.012	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	1	1	PM25	740	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	1	1	PM25	202	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	1	1	PM25	363	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	1	1	PM25	416	0.013	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	1	1	PM25	489	0.013	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	1	1	PM25	173	0.013	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	1	1	PM25	823	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	1	1	PM25	662	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	1	1	PM25	389	0.014	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	1	1	PM25	459	0.014	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	1	1	PM25	529	0.013	0.000	1270	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	1	1	PM25	1655	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	1	1	PM25	1665	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	1	1	PM25	1727	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	1	1	PM25	1554	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	1	1	PM25	1569	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	1	1	PM25	1648	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	1	1	PM25	1615	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	1	1	PM25	1635	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	1	1	PM25	2290	0.016	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	1	1	PM25	2095	0.016	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	1	1	PM25	2062	0.016	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	1	1	PM25	1779	0.015	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	1	1	PM25	1773	0.015	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	1	1	PM25	2133	0.015	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	1	1	PM25	1886	0.015	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	1	1	PM25	530	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	1	1	PM25	572	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	1	1	PM25	576	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	1	1	PM25	579	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	1	1	PM25	589	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	1	1	PM25	592	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	1	1	PM25	789	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	1	1	PM25	909	0.020	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	1	1	PM25	847	0.020	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	1	1	PM25	895	0.020	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	1	1	PM25	311	0.023	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	1	1	PM25	529	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	1	1	PM25	276	0.023	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	1	1	PM25	251	0.023	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	1	1	PM25	1065	0.012	0.000	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	1	1	PM25	1088	0.012	0.000	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	1	1	PM25	1103	0.012	0.000	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	1	1	PM25	1185	0.012	0.000	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	1	1	PM25	1336	0.012	0.000	1465	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	1	1	PM25	1226	0.012	0.000	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	1	1	PM25	1263	0.012	0.000	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	1	1	PM25	1561	0.012	0.000	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	1	1	PM25	1689	0.012	0.000	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	1	1	PM25	1738	0.012	0.000	1713	90	46	2	4	1	5

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A NB CANAL	2010	Midtown	1	1	PM25	1115	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	1	1	PM25	960	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	1	1	PM25	1019	0.013	0.000	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	1	1	PM25	1124	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	1	1	PM25	925	0.013	0.000	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	1	1	PM25	977	0.013	0.000	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	1	1	PM25	977	0.013	0.000	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	1	1	PM25	994	0.012	0.000	1609	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	1	1	PM25	991	0.012	0.000	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	1	1	PM25	898	0.012	0.000	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	1	1	PM25	857	0.012	0.000	1572	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	1	1	PM25	2052	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	1	1	PM25	1978	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	1	1	PM25	1349	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	1	1	PM25	1349	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	1	1	PM25	194	0.015	0.000	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	1	1	PM25	62	0.012	0.000	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	1	1	PM25	43	0.012	0.000	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	1	1	PM25	772	0.013	0.000	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	1	1	PM25	830	0.012	0.000	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	1	1	PM25	874	0.012	0.000	1783	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	1	1	PM25	277	0.012	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	1	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	1	1	PM25	989	0.016	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	1	1	PM25	1927	0.016	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	1	1	PM25	1	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	1	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	1	1	PM25	19	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	1	1	PM25	71	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	1	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	1	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	1	1	PM25	135	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	1	1	PM25	525	0.016	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	2	1	PM25	976	0.016	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	2	1	PM25	1089	0.016	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	2	1	PM25	1199	0.016	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	2	1	PM25	1142	0.016	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	2	1	PM25	1144	0.016	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	2	1	PM25	1067	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	2	1	PM25	1111	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	2	1	PM25	825	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	2	1	PM25	830	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	2	1	PM25	812	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	2	1	PM25	950	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	2	1	PM25	1178	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	2	1	PM25	1167	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	2	1	PM25	1116	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	2	1	PM25	1107	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	2	1	PM25	46	0.019	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	2	1	PM25	63	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	2	1	PM25	56	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	2	1	PM25	68	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	2	1	PM25	53	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	2	1	PM25	77	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	2	1	PM25	69	0.012	0.000	1343	90	27	2	3	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 46 ST	2010	Midtown	2	1	PM25	122	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	2	1	PM25	333	0.014	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	2	1	PM25	287	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	2	1	PM25	318	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	2	1	PM25	249	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	2	1	PM25	308	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	2	1	PM25	266	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	2	1	PM25	351	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	2	1	PM25	267	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	2	1	PM25	488	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	2	1	PM25	456	0.013	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	2	1	PM25	369	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	2	1	PM25	334	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	2	1	PM25	335	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	2	1	PM25	307	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	2	1	PM25	190	0.012	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	2	1	PM25	265	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	2	1	PM25	161	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	2	1	PM25	161	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	2	1	PM25	170	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	2	1	PM25	305	0.012	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	2	1	PM25	322	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	2	1	PM25	166	0.012	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	2	1	PM25	263	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	2	1	PM25	178	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	2	1	PM25	162	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	2	1	PM25	220	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	2	1	PM25	146	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	2	1	PM25	197	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	2	1	PM25	192	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	2	1	PM25	183	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	2	1	PM25	175	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	2	1	PM25	161	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	2	1	PM25	251	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	2	1	PM25	222	0.014	0.000	1737	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	2	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	2	1	PM25	148	0.012	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	2	1	PM25	136	0.012	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	2	1	PM25	279	0.012	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	2	1	PM25	229	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	2	1	PM25	101	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	2	1	PM25	155	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	2	1	PM25	219	0.013	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	2	1	PM25	201	0.013	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	2	1	PM25	75	0.013	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	2	1	PM25	455	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	2	1	PM25	269	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	2	1	PM25	229	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	2	1	PM25	238	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	2	1	PM25	241	0.014	0.000	1270	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	2	1	PM25	1034	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	2	1	PM25	1039	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	2	1	PM25	1080	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	2	1	PM25	970	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	2	1	PM25	978	0.015	0.000	1414	90	40	2	4	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
6 AV @ 36 ST	2010	Midtown	2	1	PM25	1029	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	2	1	PM25	1003	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	2	1	PM25	1017	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	2	1	PM25	1111	0.017	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	2	1	PM25	1033	0.017	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	2	1	PM25	1048	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	2	1	PM25	796	0.017	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	2	1	PM25	781	0.017	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	2	1	PM25	1014	0.017	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	2	1	PM25	894	0.017	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	2	1	PM25	423	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	2	1	PM25	461	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	2	1	PM25	466	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	2	1	PM25	466	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	2	1	PM25	478	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	2	1	PM25	493	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	2	1	PM25	616	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	2	1	PM25	401	0.023	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	2	1	PM25	367	0.023	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	2	1	PM25	394	0.023	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	2	1	PM25	238	0.023	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	2	1	PM25	404	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	2	1	PM25	211	0.023	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	2	1	PM25	192	0.023	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	2	1	PM25	628	0.012	0.000	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	2	1	PM25	645	0.012	0.000	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	2	1	PM25	655	0.012	0.000	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	2	1	PM25	658	0.012	0.000	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	2	1	PM25	721	0.012	0.000	1465	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	2	1	PM25	700	0.012	0.000	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	2	1	PM25	707	0.012	0.000	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	2	1	PM25	786	0.012	0.000	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	2	1	PM25	800	0.012	0.000	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	2	1	PM25	873	0.012	0.000	1713	90	46	2	4	1	5
9A NB CANAL	2010	Midtown	2	1	PM25	583	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	2	1	PM25	497	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	2	1	PM25	530	0.013	0.000	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	2	1	PM25	588	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	2	1	PM25	451	0.013	0.000	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	2	1	PM25	455	0.013	0.000	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	2	1	PM25	455	0.013	0.000	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	2	1	PM25	457	0.012	0.000	1609	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	2	1	PM25	463	0.012	0.000	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	2	1	PM25	461	0.012	0.000	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	2	1	PM25	458	0.012	0.000	1572	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	2	1	PM25	783	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	2	1	PM25	742	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	2	1	PM25	522	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	2	1	PM25	522	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	2	1	PM25	61	0.018	0.000	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	2	1	PM25	38	0.012	0.000	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	2	1	PM25	25	0.012	0.000	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	2	1	PM25	395	0.013	0.000	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	2	1	PM25	437	0.012	0.000	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	2	1	PM25	474	0.012	0.000	1783	90	35	2	4	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	2	1	PM25	58	0.012	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	2	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	2	1	PM25	471	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	2	1	PM25	684	0.020	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	2	1	PM25	1	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	2	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	2	1	PM25	4	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	2	1	PM25	11	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	2	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	2	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	2	1	PM25	30	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	2	1	PM25	125	0.019	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	3	1	PM25	713	0.016	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	3	1	PM25	790	0.016	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	3	1	PM25	869	0.016	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	3	1	PM25	825	0.016	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	3	1	PM25	824	0.016	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	3	1	PM25	771	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	3	1	PM25	797	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	3	1	PM25	593	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	3	1	PM25	598	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	3	1	PM25	577	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	3	1	PM25	681	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	3	1	PM25	857	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	3	1	PM25	888	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	3	1	PM25	849	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	3	1	PM25	842	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	3	1	PM25	33	0.019	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	3	1	PM25	45	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	3	1	PM25	39	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	3	1	PM25	48	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	3	1	PM25	38	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	3	1	PM25	49	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	3	1	PM25	40	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	3	1	PM25	88	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	3	1	PM25	237	0.014	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	3	1	PM25	206	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	3	1	PM25	228	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	3	1	PM25	180	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	3	1	PM25	222	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	3	1	PM25	193	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	3	1	PM25	255	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	3	1	PM25	195	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	3	1	PM25	347	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	3	1	PM25	324	0.013	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	3	1	PM25	296	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	3	1	PM25	272	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	3	1	PM25	273	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	3	1	PM25	251	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	3	1	PM25	134	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	3	1	PM25	188	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	3	1	PM25	121	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	3	1	PM25	121	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	3	1	PM25	128	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	3	1	PM25	214	0.013	0.000	880	90	45	2	2	1	5

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ 9 AV	2010	Midtown	3	1	PM25	228	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	3	1	PM25	116	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	3	1	PM25	187	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	3	1	PM25	134	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	3	1	PM25	121	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	3	1	PM25	164	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	3	1	PM25	93	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	3	1	PM25	125	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	3	1	PM25	122	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	3	1	PM25	138	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	3	1	PM25	128	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	3	1	PM25	118	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	3	1	PM25	190	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	3	1	PM25	164	0.014	0.000	1737	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	3	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	3	1	PM25	116	0.012	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	3	1	PM25	109	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	3	1	PM25	177	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	3	1	PM25	137	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	3	1	PM25	91	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	3	1	PM25	133	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	3	1	PM25	200	0.013	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	3	1	PM25	176	0.013	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	3	1	PM25	67	0.013	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	3	1	PM25	294	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	3	1	PM25	168	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	3	1	PM25	150	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	3	1	PM25	153	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	3	1	PM25	154	0.014	0.000	1270	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	3	1	PM25	691	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	3	1	PM25	695	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	3	1	PM25	722	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	3	1	PM25	649	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	3	1	PM25	654	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	3	1	PM25	688	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	3	1	PM25	671	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	3	1	PM25	680	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	3	1	PM25	816	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	3	1	PM25	759	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	3	1	PM25	775	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	3	1	PM25	488	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	3	1	PM25	477	0.018	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	3	1	PM25	621	0.018	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	3	1	PM25	547	0.018	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	3	1	PM25	220	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	3	1	PM25	240	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	3	1	PM25	243	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	3	1	PM25	243	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	3	1	PM25	249	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	3	1	PM25	257	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	3	1	PM25	321	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	3	1	PM25	258	0.023	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	3	1	PM25	236	0.023	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	3	1	PM25	253	0.023	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	3	1	PM25	173	0.023	0.000	1535	120	45	2	2	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
CANAL WB HUDSON	2010	Midtown	3	1	PM25	295	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	3	1	PM25	154	0.023	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	3	1	PM25	140	0.023	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	3	1	PM25	401	0.012	0.000	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	3	1	PM25	411	0.012	0.000	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	3	1	PM25	417	0.012	0.000	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	3	1	PM25	419	0.012	0.000	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	3	1	PM25	473	0.012	0.000	1465	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	3	1	PM25	458	0.012	0.000	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	3	1	PM25	459	0.012	0.000	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	3	1	PM25	507	0.012	0.000	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	3	1	PM25	513	0.012	0.000	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	3	1	PM25	556	0.012	0.000	1713	90	46	2	4	1	5
9A NB CANAL	2010	Midtown	3	1	PM25	374	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	3	1	PM25	320	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	3	1	PM25	340	0.013	0.000	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	3	1	PM25	377	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	3	1	PM25	279	0.013	0.000	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	3	1	PM25	281	0.013	0.000	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	3	1	PM25	281	0.013	0.000	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	3	1	PM25	280	0.012	0.000	1609	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	3	1	PM25	302	0.012	0.000	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	3	1	PM25	305	0.012	0.000	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	3	1	PM25	305	0.012	0.000	1572	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	3	1	PM25	501	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	3	1	PM25	474	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	3	1	PM25	335	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	3	1	PM25	335	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	3	1	PM25	37	0.018	0.000	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	3	1	PM25	26	0.012	0.000	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	3	1	PM25	17	0.012	0.000	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	3	1	PM25	245	0.013	0.000	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	3	1	PM25	290	0.012	0.000	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	3	1	PM25	325	0.012	0.000	1783	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	3	1	PM25	21	0.012	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	3	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	3	1	PM25	321	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	3	1	PM25	423	0.021	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	3	1	PM25	2	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	3	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	3	1	PM25	1	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	3	1	PM25	3	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	3	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	3	1	PM25	1	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	3	1	PM25	10	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	3	1	PM25	71	0.021	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	4	1	PM25	600	0.016	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	4	1	PM25	663	0.016	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	4	1	PM25	729	0.016	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	4	1	PM25	692	0.016	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	4	1	PM25	691	0.016	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	4	1	PM25	647	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	4	1	PM25	667	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	4	1	PM25	528	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	4	1	PM25	533	0.013	0.000	1331	90	41	2	6	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 41 ST	2010	Midtown	4	1	PM25	512	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	4	1	PM25	606	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	4	1	PM25	766	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	4	1	PM25	778	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	4	1	PM25	743	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	4	1	PM25	737	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	4	1	PM25	33	0.019	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	4	1	PM25	46	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	4	1	PM25	40	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	4	1	PM25	49	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	4	1	PM25	38	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	4	1	PM25	48	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	4	1	PM25	28	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	4	1	PM25	66	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	4	1	PM25	194	0.014	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	4	1	PM25	168	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	4	1	PM25	186	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	4	1	PM25	147	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	4	1	PM25	182	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	4	1	PM25	158	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	4	1	PM25	208	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	4	1	PM25	160	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	4	1	PM25	283	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	4	1	PM25	264	0.013	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	4	1	PM25	241	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	4	1	PM25	222	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	4	1	PM25	223	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	4	1	PM25	204	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	4	1	PM25	102	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	4	1	PM25	143	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	4	1	PM25	95	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	4	1	PM25	95	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	4	1	PM25	100	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	4	1	PM25	162	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	4	1	PM25	173	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	4	1	PM25	88	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	4	1	PM25	142	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	4	1	PM25	105	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	4	1	PM25	93	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	4	1	PM25	126	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	4	1	PM25	79	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	4	1	PM25	107	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	4	1	PM25	105	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	4	1	PM25	107	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	4	1	PM25	99	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	4	1	PM25	91	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	4	1	PM25	148	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	4	1	PM25	127	0.014	0.000	1737	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	4	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	4	1	PM25	77	0.013	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	4	1	PM25	73	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	4	1	PM25	138	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	4	1	PM25	105	0.013	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	4	1	PM25	73	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	4	1	PM25	106	0.012	0.000	1125	90	52	2	3	1	3

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PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 EB @ 8 AV	2010	Midtown	4	1	PM25	163	0.013	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	4	1	PM25	142	0.013	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	4	1	PM25	53	0.013	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	4	1	PM25	271	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	4	1	PM25	153	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	4	1	PM25	138	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	4	1	PM25	140	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	4	1	PM25	140	0.014	0.000	1270	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	4	1	PM25	638	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	4	1	PM25	641	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	4	1	PM25	666	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	4	1	PM25	599	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	4	1	PM25	604	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	4	1	PM25	635	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	4	1	PM25	619	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	4	1	PM25	628	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	4	1	PM25	624	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	4	1	PM25	581	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	4	1	PM25	594	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	4	1	PM25	280	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	4	1	PM25	273	0.018	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	4	1	PM25	354	0.018	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	4	1	PM25	312	0.018	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	4	1	PM25	150	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	4	1	PM25	163	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	4	1	PM25	165	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	4	1	PM25	165	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	4	1	PM25	169	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	4	1	PM25	175	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	4	1	PM25	219	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	4	1	PM25	240	0.023	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	4	1	PM25	219	0.023	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	4	1	PM25	235	0.023	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	4	1	PM25	181	0.023	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	4	1	PM25	308	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	4	1	PM25	161	0.023	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	4	1	PM25	146	0.023	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	4	1	PM25	310	0.012	0.000	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	4	1	PM25	318	0.012	0.000	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	4	1	PM25	323	0.012	0.000	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	4	1	PM25	324	0.012	0.000	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	4	1	PM25	391	0.012	0.000	1465	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	4	1	PM25	379	0.012	0.000	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	4	1	PM25	379	0.012	0.000	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	4	1	PM25	417	0.012	0.000	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	4	1	PM25	422	0.012	0.000	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	4	1	PM25	423	0.012	0.000	1713	90	46	2	4	1	5
9A NB CANAL	2010	Midtown	4	1	PM25	350	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	4	1	PM25	299	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	4	1	PM25	318	0.013	0.000	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	4	1	PM25	353	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	4	1	PM25	232	0.013	0.000	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	4	1	PM25	234	0.013	0.000	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	4	1	PM25	234	0.013	0.000	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	4	1	PM25	233	0.012	0.000	1609	90	46	2	4	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SB @ 40 ST	2010	Midtown	4	1	PM25	262	0.012	0.000	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	4	1	PM25	265	0.012	0.000	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	4	1	PM25	266	0.012	0.000	1572	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	4	1	PM25	375	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	4	1	PM25	354	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	4	1	PM25	251	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	4	1	PM25	251	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	4	1	PM25	31	0.018	0.000	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	4	1	PM25	23	0.012	0.000	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	4	1	PM25	15	0.012	0.000	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	4	1	PM25	204	0.013	0.000	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	4	1	PM25	253	0.012	0.000	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	4	1	PM25	291	0.012	0.000	1783	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	4	1	PM25	10	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	4	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	4	1	PM25	295	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	4	1	PM25	355	0.021	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	4	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	4	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	4	1	PM25	1	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	4	1	PM25	4	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	4	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	4	1	PM25	1	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	4	1	PM25	5	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	4	1	PM25	44	0.021	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	5	1	PM25	616	0.016	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	5	1	PM25	681	0.016	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	5	1	PM25	749	0.016	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	5	1	PM25	711	0.016	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	5	1	PM25	710	0.016	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	5	1	PM25	664	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	5	1	PM25	685	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	5	1	PM25	548	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	5	1	PM25	554	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	5	1	PM25	532	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	5	1	PM25	629	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	5	1	PM25	795	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	5	1	PM25	833	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	5	1	PM25	796	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	5	1	PM25	790	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	5	1	PM25	35	0.019	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	5	1	PM25	48	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	5	1	PM25	42	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	5	1	PM25	51	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	5	1	PM25	40	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	5	1	PM25	51	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	5	1	PM25	32	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	5	1	PM25	76	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	5	1	PM25	229	0.014	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	5	1	PM25	199	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	5	1	PM25	219	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	5	1	PM25	174	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	5	1	PM25	214	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	5	1	PM25	186	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	5	1	PM25	246	0.013	0.000	1309	90	27	2	4	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 39 ST	2010	Midtown	5	1	PM25	189	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	5	1	PM25	334	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	5	1	PM25	312	0.013	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	5	1	PM25	302	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	5	1	PM25	279	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	5	1	PM25	280	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	5	1	PM25	256	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	5	1	PM25	81	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	5	1	PM25	113	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	5	1	PM25	113	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	5	1	PM25	113	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	5	1	PM25	120	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	5	1	PM25	128	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	5	1	PM25	136	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	5	1	PM25	69	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	5	1	PM25	112	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	5	1	PM25	125	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	5	1	PM25	110	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	5	1	PM25	149	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	5	1	PM25	129	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	5	1	PM25	175	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	5	1	PM25	171	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	5	1	PM25	126	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	5	1	PM25	116	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	5	1	PM25	107	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	5	1	PM25	174	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	5	1	PM25	149	0.014	0.000	1737	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	5	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	5	1	PM25	70	0.013	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	5	1	PM25	66	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	5	1	PM25	174	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	5	1	PM25	133	0.013	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	5	1	PM25	72	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	5	1	PM25	105	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	5	1	PM25	162	0.013	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	5	1	PM25	141	0.013	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	5	1	PM25	53	0.013	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	5	1	PM25	224	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	5	1	PM25	127	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	5	1	PM25	114	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	5	1	PM25	116	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	5	1	PM25	116	0.014	0.000	1270	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	5	1	PM25	596	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	5	1	PM25	599	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	5	1	PM25	622	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	5	1	PM25	559	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	5	1	PM25	564	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	5	1	PM25	593	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	5	1	PM25	578	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	5	1	PM25	586	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	5	1	PM25	581	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	5	1	PM25	541	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	5	1	PM25	553	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	5	1	PM25	1253	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	5	1	PM25	1274	0.018	0.000	1227	90	35	2	5	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9 AVE SB 36 ST	2010	Midtown	5	1	PM25	1429	0.018	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	5	1	PM25	1222	0.018	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	5	1	PM25	159	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	5	1	PM25	174	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	5	1	PM25	176	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	5	1	PM25	176	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	5	1	PM25	180	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	5	1	PM25	186	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	5	1	PM25	233	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	5	1	PM25	290	0.023	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	5	1	PM25	265	0.023	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	5	1	PM25	285	0.023	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	5	1	PM25	253	0.023	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	5	1	PM25	430	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	5	1	PM25	224	0.023	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	5	1	PM25	204	0.023	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	5	1	PM25	306	0.012	0.000	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	5	1	PM25	314	0.012	0.000	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	5	1	PM25	318	0.012	0.000	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	5	1	PM25	320	0.012	0.000	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	5	1	PM25	382	0.012	0.000	1465	90	9	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	5	1	PM25	370	0.012	0.000	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	5	1	PM25	370	0.012	0.000	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	5	1	PM25	408	0.012	0.000	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	5	1	PM25	413	0.012	0.000	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	5	1	PM25	430	0.012	0.000	1713	90	46	2	4	1	5
9A NB CANAL	2010	Midtown	5	1	PM25	468	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	5	1	PM25	400	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	5	1	PM25	425	0.013	0.000	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	5	1	PM25	472	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	5	1	PM25	303	0.013	0.000	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	5	1	PM25	307	0.013	0.000	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	5	1	PM25	306	0.013	0.000	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	5	1	PM25	305	0.012	0.000	1609	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	5	1	PM25	344	0.012	0.000	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	5	1	PM25	348	0.012	0.000	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	5	1	PM25	350	0.012	0.000	1572	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	5	1	PM25	455	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	5	1	PM25	430	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	5	1	PM25	304	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	5	1	PM25	304	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	5	1	PM25	41	0.018	0.000	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	5	1	PM25	31	0.012	0.000	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	5	1	PM25	21	0.012	0.000	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	5	1	PM25	267	0.013	0.000	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	5	1	PM25	332	0.012	0.000	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	5	1	PM25	399	0.012	0.000	1783	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	5	1	PM25	8	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	5	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	5	1	PM25	373	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	5	1	PM25	475	0.021	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	5	1	PM25	6	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	5	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	5	1	PM25	2	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	5	1	PM25	6	0.029	0.000	0	0	0	0	0	0	0

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	5	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	5	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	5	1	PM25	9	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	5	1	PM25	84	0.021	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	6	1	PM25	767	0.018	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	6	1	PM25	848	0.018	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	6	1	PM25	933	0.018	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	6	1	PM25	886	0.018	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	6	1	PM25	883	0.018	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	6	1	PM25	827	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	6	1	PM25	852	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	6	1	PM25	864	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	6	1	PM25	873	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	6	1	PM25	839	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	6	1	PM25	990	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	6	1	PM25	1253	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	6	1	PM25	1298	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	6	1	PM25	1240	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	6	1	PM25	1231	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	6	1	PM25	55	0.017	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	6	1	PM25	76	0.016	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	6	1	PM25	66	0.016	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	6	1	PM25	81	0.016	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	6	1	PM25	64	0.016	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	6	1	PM25	80	0.016	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	6	1	PM25	37	0.013	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	6	1	PM25	87	0.013	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	6	1	PM25	316	0.015	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	6	1	PM25	275	0.015	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	6	1	PM25	302	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	6	1	PM25	239	0.015	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	6	1	PM25	295	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	6	1	PM25	255	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	6	1	PM25	338	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	6	1	PM25	259	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	6	1	PM25	460	0.014	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	6	1	PM25	430	0.014	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	6	1	PM25	410	0.014	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	6	1	PM25	378	0.014	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	6	1	PM25	380	0.014	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	6	1	PM25	348	0.014	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	6	1	PM25	127	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	6	1	PM25	178	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	6	1	PM25	237	0.015	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	6	1	PM25	237	0.015	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	6	1	PM25	250	0.015	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	6	1	PM25	201	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	6	1	PM25	214	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	6	1	PM25	109	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	6	1	PM25	176	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	6	1	PM25	262	0.015	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	6	1	PM25	251	0.018	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	6	1	PM25	340	0.016	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	6	1	PM25	224	0.016	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	6	1	PM25	302	0.016	0.000	1176	90	58	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 7 AV	2010	Midtown	6	1	PM25	295	0.016	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	6	1	PM25	289	0.018	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	6	1	PM25	267	0.018	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	6	1	PM25	246	0.018	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	6	1	PM25	398	0.016	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	6	1	PM25	340	0.016	0.000	1737	90	42	3	3	1	3
39 EB @ 11 AV	2010	Midtown	6	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	6	1	PM25	72	0.013	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	6	1	PM25	68	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	6	1	PM25	188	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	6	1	PM25	142	0.013	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	6	1	PM25	120	0.015	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	6	1	PM25	172	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	6	1	PM25	269	0.015	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	6	1	PM25	232	0.015	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	6	1	PM25	86	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	6	1	PM25	435	0.013	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	6	1	PM25	245	0.013	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	6	1	PM25	222	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	6	1	PM25	225	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	6	1	PM25	225	0.014	0.000	1270	90	35	3	4	1	3
6 AV @ 31 ST	2010	Midtown	6	1	PM25	804	0.013	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	6	1	PM25	808	0.013	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	6	1	PM25	840	0.013	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	6	1	PM25	754	0.013	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	6	1	PM25	761	0.013	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	6	1	PM25	800	0.013	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	6	1	PM25	780	0.013	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	6	1	PM25	791	0.013	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	6	1	PM25	872	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	6	1	PM25	812	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	6	1	PM25	829	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	6	1	PM25	1386	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	6	1	PM25	1409	0.018	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	6	1	PM25	1580	0.018	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	6	1	PM25	1350	0.018	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	6	1	PM25	187	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	6	1	PM25	203	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	6	1	PM25	206	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	6	1	PM25	206	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	6	1	PM25	211	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	6	1	PM25	218	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	6	1	PM25	273	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	6	1	PM25	532	0.027	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	6	1	PM25	486	0.027	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	6	1	PM25	522	0.027	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	6	1	PM25	454	0.027	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	6	1	PM25	772	0.027	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	6	1	PM25	403	0.027	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	6	1	PM25	366	0.027	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	6	1	PM25	545	0.013	0.000	1695	90	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	6	1	PM25	559	0.013	0.000	1558	90	39	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	6	1	PM25	567	0.013	0.000	1597	90	34	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	6	1	PM25	570	0.014	0.000	1573	90	46	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	6	1	PM25	576	0.014	0.000	1465	90	9	3	6	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 41 ST	2010	Midtown	6	1	PM25	558	0.014	0.000	1640	90	47	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	6	1	PM25	558	0.014	0.000	1672	90	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	6	1	PM25	614	0.014	0.000	1629	90	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	6	1	PM25	623	0.014	0.000	1697	90	35	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	6	1	PM25	656	0.014	0.000	1713	90	46	2	4	1	5
9A NB CANAL	2010	Midtown	6	1	PM25	1127	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	6	1	PM25	962	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	6	1	PM25	1023	0.013	0.000	1806	90	39	2	5	1	3
9A NB WATTS	2010	Midtown	6	1	PM25	1136	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	6	1	PM25	846	0.013	0.000	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	6	1	PM25	856	0.013	0.000	1655	90	33	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	6	1	PM25	855	0.013	0.000	1611	90	43	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	6	1	PM25	851	0.012	0.000	1609	90	46	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	6	1	PM25	911	0.012	0.000	1621	90	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	6	1	PM25	924	0.012	0.000	1749	90	43	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	6	1	PM25	928	0.012	0.000	1572	90	48	2	5	1	3
9A SB CANAL	2010	Midtown	6	1	PM25	691	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	6	1	PM25	654	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	6	1	PM25	462	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	6	1	PM25	462	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	6	1	PM25	113	0.020	0.000	1465	90	77	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	6	1	PM25	82	0.012	0.000	1745	90	74	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	6	1	PM25	57	0.012	0.000	1652	90	55	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	6	1	PM25	744	0.013	0.000	1801	90	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	6	1	PM25	881	0.012	0.000	1801	90	55	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	6	1	PM25	1098	0.012	0.000	1783	90	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	6	1	PM25	15	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	6	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	6	1	PM25	578	0.018	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	6	1	PM25	801	0.020	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	6	1	PM25	123	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	6	1	PM25	27	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	6	1	PM25	4	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	6	1	PM25	46	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	6	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	6	1	PM25	1	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	6	1	PM25	54	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	6	1	PM25	154	0.020	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	7	1	PM25	1235	0.018	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	7	1	PM25	1367	0.018	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	7	1	PM25	1503	0.018	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	7	1	PM25	1428	0.018	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	7	1	PM25	1422	0.018	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	7	1	PM25	1331	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	7	1	PM25	1370	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	7	1	PM25	1576	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	7	1	PM25	1592	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	7	1	PM25	1529	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	7	1	PM25	1806	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	7	1	PM25	2284	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	7	1	PM25	2361	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	7	1	PM25	2255	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	7	1	PM25	2239	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	7	1	PM25	98	0.017	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	7	1	PM25	136	0.016	0.000	1293	90	27	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 37 ST	2010	Midtown	7	1	PM25	118	0.016	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	7	1	PM25	145	0.016	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	7	1	PM25	113	0.016	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	7	1	PM25	142	0.016	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	7	1	PM25	58	0.013	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	7	1	PM25	137	0.013	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	7	1	PM25	611	0.015	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	7	1	PM25	531	0.015	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	7	1	PM25	586	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	7	1	PM25	463	0.015	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	7	1	PM25	572	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	7	1	PM25	496	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	7	1	PM25	657	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	7	1	PM25	504	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	7	1	PM25	891	0.014	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	7	1	PM25	832	0.014	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	7	1	PM25	701	0.014	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	7	1	PM25	646	0.014	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	7	1	PM25	649	0.014	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	7	1	PM25	594	0.014	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	7	1	PM25	250	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	7	1	PM25	351	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	7	1	PM25	522	0.015	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	7	1	PM25	522	0.015	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	7	1	PM25	552	0.015	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	7	1	PM25	396	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	7	1	PM25	422	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	7	1	PM25	216	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	7	1	PM25	347	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	7	1	PM25	578	0.015	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	7	1	PM25	480	0.018	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	7	1	PM25	650	0.016	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	7	1	PM25	423	0.016	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	7	1	PM25	572	0.016	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	7	1	PM25	558	0.016	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	7	1	PM25	553	0.018	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	7	1	PM25	510	0.018	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	7	1	PM25	470	0.018	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	7	1	PM25	759	0.016	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	7	1	PM25	652	0.016	0.000	1737	150	85	3	3	1	3
39 EB @ 11 AV	2010	Midtown	7	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	7	1	PM25	182	0.013	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	7	1	PM25	173	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	7	1	PM25	351	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	7	1	PM25	264	0.013	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	7	1	PM25	226	0.015	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	7	1	PM25	327	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	7	1	PM25	509	0.015	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	7	1	PM25	440	0.015	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	7	1	PM25	164	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	7	1	PM25	902	0.013	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	7	1	PM25	509	0.013	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	7	1	PM25	460	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	7	1	PM25	466	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	7	1	PM25	466	0.014	0.000	1270	150	74	3	4	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
6 AV @ 31 ST	2010	Midtown	7	1	PM25	1656	0.013	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	7	1	PM25	1665	0.013	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	7	1	PM25	1730	0.013	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	7	1	PM25	1555	0.013	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	7	1	PM25	1567	0.013	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	7	1	PM25	1649	0.013	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	7	1	PM25	1607	0.013	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	7	1	PM25	1630	0.013	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	7	1	PM25	1507	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	7	1	PM25	1402	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	7	1	PM25	1432	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	7	1	PM25	2065	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	7	1	PM25	2099	0.018	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	7	1	PM25	2352	0.018	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	7	1	PM25	2012	0.018	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	7	1	PM25	345	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	7	1	PM25	376	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	7	1	PM25	380	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	7	1	PM25	380	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	7	1	PM25	390	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	7	1	PM25	403	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	7	1	PM25	505	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	7	1	PM25	1212	0.027	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	7	1	PM25	1104	0.027	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	7	1	PM25	1188	0.027	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	7	1	PM25	647	0.027	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	7	1	PM25	1102	0.027	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	7	1	PM25	574	0.027	0.000	1354	120	95	3	3	1	3
CANAL WB WATTS	2010	Midtown	7	1	PM25	522	0.027	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	7	1	PM25	1240	0.013	0.000	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	7	1	PM25	1271	0.013	0.000	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	7	1	PM25	1290	0.013	0.000	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	7	1	PM25	1297	0.014	0.000	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	7	1	PM25	1386	0.014	0.000	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	7	1	PM25	1344	0.014	0.000	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	7	1	PM25	1343	0.014	0.000	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	7	1	PM25	1477	0.014	0.000	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	7	1	PM25	1498	0.014	0.000	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	7	1	PM25	1462	0.014	0.000	1713	150	59	2	4	1	5
9A NB CANAL	2010	Midtown	7	1	PM25	2485	0.013	0.000	1687	120	25	2	5	1	3
9A NB CANAL	2010	Midtown	7	1	PM25	2123	0.013	0.000	1766	120	25	2	4	1	3
9A NB HOUSTON	2010	Midtown	7	1	PM25	2257	0.013	0.000	1806	150	29	2	5	1	3
9A NB WATTS	2010	Midtown	7	1	PM25	2505	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	7	1	PM25	2199	0.013	0.000	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	7	1	PM25	2224	0.013	0.000	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	7	1	PM25	2221	0.013	0.000	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	7	1	PM25	2212	0.012	0.000	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	7	1	PM25	2560	0.012	0.000	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	7	1	PM25	2597	0.012	0.000	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	7	1	PM25	2609	0.012	0.000	1572	150	48	2	5	1	3
9A SB CANAL	2010	Midtown	7	1	PM25	2050	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	7	1	PM25	1938	0.013	0.000	1722	120	25	2	5	1	3
9A SB VESTRY	2010	Midtown	7	1	PM25	1371	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	7	1	PM25	1371	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	7	1	PM25	294	0.020	0.000	1465	150	120	2	2	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SBL @ 42 ST	2010	Midtown	7	1	PM25	227	0.012	0.000	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	7	1	PM25	132	0.012	0.000	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	7	1	PM25	1933	0.013	0.000	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	7	1	PM25	2476	0.012	0.000	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	7	1	PM25	2535	0.012	0.000	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	7	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	7	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	7	1	PM25	1661	0.018	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	7	1	PM25	3078	0.020	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	7	1	PM25	302	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	7	1	PM25	87	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	7	1	PM25	10	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	7	1	PM25	177	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	7	1	PM25	507	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	7	1	PM25	73	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	7	1	PM25	293	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	7	1	PM25	1124	0.020	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	8	1	PM25	1657	0.018	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	8	1	PM25	1854	0.018	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	8	1	PM25	2034	0.018	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	8	1	PM25	1926	0.018	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	8	1	PM25	1916	0.018	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	8	1	PM25	1785	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	8	1	PM25	1841	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	8	1	PM25	1919	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	8	1	PM25	1937	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	8	1	PM25	1854	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	8	1	PM25	2198	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	8	1	PM25	2767	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	8	1	PM25	2581	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	8	1	PM25	2466	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	8	1	PM25	2449	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	8	1	PM25	186	0.017	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	8	1	PM25	261	0.016	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	8	1	PM25	226	0.016	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	8	1	PM25	280	0.016	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	8	1	PM25	214	0.016	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	8	1	PM25	270	0.016	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	8	1	PM25	99	0.013	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	8	1	PM25	228	0.013	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	8	1	PM25	947	0.015	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	8	1	PM25	826	0.015	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	8	1	PM25	925	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	8	1	PM25	733	0.015	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	8	1	PM25	899	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	8	1	PM25	780	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	8	1	PM25	1024	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	8	1	PM25	794	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	8	1	PM25	1375	0.014	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	8	1	PM25	1281	0.014	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	8	1	PM25	1195	0.014	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	8	1	PM25	1103	0.014	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	8	1	PM25	1109	0.014	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	8	1	PM25	1020	0.014	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	8	1	PM25	436	0.013	0.000	1156	90	55	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ 11 AV	2010	Midtown	8	1	PM25	603	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	8	1	PM25	669	0.015	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	8	1	PM25	669	0.015	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	8	1	PM25	706	0.015	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	8	1	PM25	683	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	8	1	PM25	733	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	8	1	PM25	382	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	8	1	PM25	594	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	8	1	PM25	739	0.015	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	8	1	PM25	550	0.018	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	8	1	PM25	745	0.016	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	8	1	PM25	498	0.016	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	8	1	PM25	668	0.016	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	8	1	PM25	653	0.016	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	8	1	PM25	637	0.018	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	8	1	PM25	585	0.018	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	8	1	PM25	539	0.018	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	8	1	PM25	854	0.016	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	8	1	PM25	758	0.016	0.000	1737	150	85	3	3	1	3
39 EB @ 11 AV	2010	Midtown	8	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	8	1	PM25	338	0.013	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	8	1	PM25	320	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	8	1	PM25	533	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	8	1	PM25	393	0.013	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	8	1	PM25	282	0.015	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	8	1	PM25	400	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	8	1	PM25	602	0.015	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	8	1	PM25	534	0.015	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	8	1	PM25	214	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	8	1	PM25	1094	0.013	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	8	1	PM25	627	0.013	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	8	1	PM25	567	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	8	1	PM25	574	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	8	1	PM25	574	0.014	0.000	1270	150	74	3	4	1	3
6 AV @ 31 ST	2010	Midtown	8	1	PM25	2284	0.013	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	8	1	PM25	2300	0.013	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	8	1	PM25	2390	0.013	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	8	1	PM25	2138	0.013	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	8	1	PM25	2155	0.013	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	8	1	PM25	2268	0.013	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	8	1	PM25	2210	0.013	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	8	1	PM25	2241	0.013	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	8	1	PM25	2032	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	8	1	PM25	1900	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	8	1	PM25	1928	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	8	1	PM25	2161	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	8	1	PM25	2204	0.019	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	8	1	PM25	2478	0.019	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	8	1	PM25	2121	0.019	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	8	1	PM25	643	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	8	1	PM25	701	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	8	1	PM25	709	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	8	1	PM25	709	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	8	1	PM25	728	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	8	1	PM25	753	0.014	0.000	1236	90	55	2	4	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
BWY @ 37 ST	2010	Midtown	8	1	PM25	943	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	8	1	PM25	1632	0.027	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	8	1	PM25	1487	0.027	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	8	1	PM25	1600	0.027	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	8	1	PM25	620	0.027	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	8	1	PM25	1052	0.027	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	8	1	PM25	551	0.027	0.000	1354	120	95	3	3	1	3
CANAL WB WATTS	2010	Midtown	8	1	PM25	501	0.027	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	8	1	PM25	1970	0.013	0.000	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	8	1	PM25	2027	0.013	0.000	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	8	1	PM25	2056	0.013	0.000	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	8	1	PM25	2067	0.014	0.000	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	8	1	PM25	2157	0.014	0.000	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	8	1	PM25	2091	0.014	0.000	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	8	1	PM25	2090	0.014	0.000	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	8	1	PM25	2299	0.014	0.000	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	8	1	PM25	2324	0.014	0.000	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	8	1	PM25	2264	0.014	0.000	1713	150	59	2	4	1	5
9A NB CANAL	2010	Midtown	8	1	PM25	3566	0.013	0.000	1687	120	25	2	5	1	3
9A NB CANAL	2010	Midtown	8	1	PM25	3052	0.013	0.000	1766	120	25	2	4	1	3
9A NB HOUSTON	2010	Midtown	8	1	PM25	3246	0.013	0.000	1806	150	29	2	5	1	3
9A NB WATTS	2010	Midtown	8	1	PM25	3597	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	8	1	PM25	3053	0.013	0.000	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	8	1	PM25	3082	0.013	0.000	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	8	1	PM25	3078	0.013	0.000	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	8	1	PM25	3064	0.012	0.000	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	8	1	PM25	3102	0.012	0.000	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	8	1	PM25	3135	0.012	0.000	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	8	1	PM25	3146	0.012	0.000	1572	150	48	2	5	1	3
9A SB CANAL	2010	Midtown	8	1	PM25	2759	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	8	1	PM25	2612	0.013	0.000	1722	120	25	2	5	1	3
9A SB VESTRY	2010	Midtown	8	1	PM25	1847	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	8	1	PM25	1847	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	8	1	PM25	406	0.020	0.000	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	8	1	PM25	272	0.012	0.000	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	8	1	PM25	172	0.012	0.000	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	8	1	PM25	2681	0.013	0.000	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	8	1	PM25	2981	0.012	0.000	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	8	1	PM25	3291	0.012	0.000	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	8	1	PM25	1	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	8	1	PM25	231	0.018	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	8	1	PM25	1391	0.018	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	8	1	PM25	3353	0.020	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	8	1	PM25	205	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	8	1	PM25	21	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	8	1	PM25	15	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	8	1	PM25	207	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	8	1	PM25	840	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	8	1	PM25	263	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	8	1	PM25	748	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	8	1	PM25	982	0.020	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	9	1	PM25	2000	0.018	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	9	1	PM25	2284	0.018	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	9	1	PM25	2498	0.018	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	9	1	PM25	2357	0.018	0.000	1246	90	35	2	5	1	4

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PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 36 ST	2010	Midtown	9	1	PM25	2365	0.018	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	9	1	PM25	2189	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	9	1	PM25	2234	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	9	1	PM25	1984	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	9	1	PM25	1980	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	9	1	PM25	1836	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	9	1	PM25	2201	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	9	1	PM25	2730	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	9	1	PM25	2792	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	9	1	PM25	2672	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	9	1	PM25	2654	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	9	1	PM25	332	0.017	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	9	1	PM25	478	0.016	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	9	1	PM25	416	0.016	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	9	1	PM25	540	0.016	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	9	1	PM25	375	0.016	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	9	1	PM25	484	0.016	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	9	1	PM25	113	0.013	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	9	1	PM25	241	0.013	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	9	1	PM25	1420	0.015	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	9	1	PM25	1242	0.015	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	9	1	PM25	1460	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	9	1	PM25	1172	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	9	1	PM25	1420	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	9	1	PM25	1249	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	9	1	PM25	1607	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	9	1	PM25	1286	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	9	1	PM25	2073	0.014	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	9	1	PM25	1910	0.014	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	9	1	PM25	1697	0.014	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	9	1	PM25	1568	0.014	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	9	1	PM25	1583	0.014	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	9	1	PM25	1481	0.014	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	9	1	PM25	591	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	9	1	PM25	768	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	9	1	PM25	789	0.015	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	9	1	PM25	789	0.015	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	9	1	PM25	848	0.015	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	9	1	PM25	887	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	9	1	PM25	965	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	9	1	PM25	536	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	9	1	PM25	753	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	9	1	PM25	867	0.015	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	9	1	PM25	578	0.018	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	9	1	PM25	757	0.016	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	9	1	PM25	562	0.016	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	9	1	PM25	728	0.016	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	9	1	PM25	713	0.016	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	9	1	PM25	682	0.018	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	9	1	PM25	607	0.018	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	9	1	PM25	554	0.018	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	9	1	PM25	814	0.016	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	9	1	PM25	821	0.016	0.000	1737	150	85	3	3	1	3
39 EB @ 11 AV	2010	Midtown	9	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	9	1	PM25	451	0.013	0.000	1462	90	50	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
39 WB @ 11 AV	2010	Midtown	9	1	PM25	431	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	9	1	PM25	661	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	9	1	PM25	489	0.013	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	9	1	PM25	459	0.015	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	9	1	PM25	588	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	9	1	PM25	788	0.015	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	9	1	PM25	775	0.015	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	9	1	PM25	384	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	9	1	PM25	1173	0.013	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	9	1	PM25	718	0.013	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	9	1	PM25	655	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	9	1	PM25	655	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	9	1	PM25	640	0.014	0.000	1270	150	74	3	4	1	3
6 AV @ 31 ST	2010	Midtown	9	1	PM25	2135	0.013	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	9	1	PM25	2163	0.013	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	9	1	PM25	2246	0.013	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	9	1	PM25	1976	0.013	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	9	1	PM25	1992	0.013	0.000	1414	90	35	2	4	1	4
6 AV @ 36 ST	2010	Midtown	9	1	PM25	2098	0.013	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	9	1	PM25	2047	0.013	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	9	1	PM25	2072	0.013	0.000	1282	90	35	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	9	1	PM25	2062	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	9	1	PM25	1956	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	9	1	PM25	1956	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	9	1	PM25	1825	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	9	1	PM25	1899	0.018	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	9	1	PM25	2036	0.018	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	9	1	PM25	1672	0.018	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	9	1	PM25	758	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	9	1	PM25	825	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	9	1	PM25	834	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	9	1	PM25	834	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	9	1	PM25	862	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	9	1	PM25	891	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	9	1	PM25	1125	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	9	1	PM25	1634	0.027	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	9	1	PM25	1490	0.027	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	9	1	PM25	1603	0.027	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	9	1	PM25	687	0.027	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	9	1	PM25	1140	0.027	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	9	1	PM25	615	0.027	0.000	1354	120	95	3	3	1	3
CANAL WB WATTS	2010	Midtown	9	1	PM25	563	0.027	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	9	1	PM25	2484	0.013	0.000	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	9	1	PM25	2571	0.013	0.000	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	9	1	PM25	2607	0.013	0.000	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	9	1	PM25	2620	0.014	0.000	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	9	1	PM25	2564	0.014	0.000	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	9	1	PM25	2479	0.014	0.000	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	9	1	PM25	2465	0.014	0.000	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	9	1	PM25	2688	0.014	0.000	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	9	1	PM25	2706	0.014	0.000	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	9	1	PM25	2566	0.014	0.000	1713	150	59	2	4	1	5
9A NB CANAL	2010	Midtown	9	1	PM25	3834	0.013	0.000	1687	120	25	2	5	1	3
9A NB CANAL	2010	Midtown	9	1	PM25	3312	0.013	0.000	1766	120	25	2	4	1	3
9A NB HOUSTON	2010	Midtown	9	1	PM25	3544	0.013	0.000	1806	150	29	2	5	1	3

Table T10-3
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CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A NB WATTS	2010	Midtown	9	1	PM25	3865	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	9	1	PM25	3132	0.013	0.000	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	9	1	PM25	3146	0.013	0.000	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	9	1	PM25	3142	0.013	0.000	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	9	1	PM25	3111	0.012	0.000	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	9	1	PM25	3267	0.012	0.000	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	9	1	PM25	3263	0.012	0.000	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	9	1	PM25	3278	0.012	0.000	1572	150	48	2	5	1	3
9A SB CANAL	2010	Midtown	9	1	PM25	3283	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	9	1	PM25	3117	0.013	0.000	1722	120	25	2	5	1	3
9A SB VESTRY	2010	Midtown	9	1	PM25	2200	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	9	1	PM25	2200	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	9	1	PM25	414	0.020	0.000	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	9	1	PM25	292	0.012	0.000	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	9	1	PM25	193	0.012	0.000	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	9	1	PM25	2737	0.013	0.000	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	9	1	PM25	3076	0.012	0.000	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	9	1	PM25	3278	0.012	0.000	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	9	1	PM25	2	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	9	1	PM25	512	0.018	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	9	1	PM25	904	0.018	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	9	1	PM25	3113	0.020	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	9	1	PM25	168	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	9	1	PM25	10	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	9	1	PM25	5	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	9	1	PM25	223	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	9	1	PM25	769	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	9	1	PM25	409	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	9	1	PM25	960	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	9	1	PM25	735	0.020	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	10	1	PM25	2176	0.018	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	10	1	PM25	2461	0.018	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	10	1	PM25	2688	0.018	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	10	1	PM25	2546	0.018	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	10	1	PM25	2540	0.018	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	10	1	PM25	2362	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	10	1	PM25	2415	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	10	1	PM25	2128	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	10	1	PM25	2126	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	10	1	PM25	1985	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	10	1	PM25	2378	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	10	1	PM25	2950	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	10	1	PM25	2872	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	10	1	PM25	2749	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	10	1	PM25	2730	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	10	1	PM25	329	0.017	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	10	1	PM25	480	0.016	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	10	1	PM25	416	0.016	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	10	1	PM25	537	0.016	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	10	1	PM25	372	0.016	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	10	1	PM25	478	0.016	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	10	1	PM25	129	0.013	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	10	1	PM25	281	0.013	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	10	1	PM25	1634	0.015	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	10	1	PM25	1427	0.015	0.000	1343	90	30	2	4	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 34 ST	2010	Midtown	10	1	PM25	1669	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	10	1	PM25	1330	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	10	1	PM25	1614	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	10	1	PM25	1421	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	10	1	PM25	1831	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	10	1	PM25	1458	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	10	1	PM25	2378	0.014	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	10	1	PM25	2190	0.014	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	10	1	PM25	1688	0.014	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	10	1	PM25	1559	0.014	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	10	1	PM25	1571	0.014	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	10	1	PM25	1467	0.014	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	10	1	PM25	629	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	10	1	PM25	818	0.015	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	10	1	PM25	946	0.015	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	10	1	PM25	946	0.015	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	10	1	PM25	1015	0.015	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	10	1	PM25	942	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	10	1	PM25	1019	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	10	1	PM25	564	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	10	1	PM25	798	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	10	1	PM25	1041	0.015	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	10	1	PM25	674	0.018	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	10	1	PM25	886	0.016	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	10	1	PM25	559	0.016	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	10	1	PM25	725	0.016	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	10	1	PM25	711	0.016	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	10	1	PM25	794	0.019	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	10	1	PM25	712	0.019	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	10	1	PM25	649	0.019	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	10	1	PM25	970	0.016	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	10	1	PM25	955	0.016	0.000	1737	150	85	3	3	1	3
39 EB @ 11 AV	2010	Midtown	10	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	10	1	PM25	725	0.013	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	10	1	PM25	691	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	10	1	PM25	702	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	10	1	PM25	523	0.013	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	10	1	PM25	443	0.015	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	10	1	PM25	577	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	10	1	PM25	775	0.015	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	10	1	PM25	756	0.015	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	10	1	PM25	372	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	10	1	PM25	1363	0.013	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	10	1	PM25	824	0.013	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	10	1	PM25	751	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	10	1	PM25	752	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	10	1	PM25	735	0.014	0.000	1270	150	74	3	4	1	3
6 AV @ 31 ST	2010	Midtown	10	1	PM25	1964	0.013	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	10	1	PM25	1987	0.013	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	10	1	PM25	2064	0.013	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	10	1	PM25	1822	0.013	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	10	1	PM25	1836	0.013	0.000	1414	90	35	2	4	1	4
6 AV @ 36 ST	2010	Midtown	10	1	PM25	1934	0.013	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	10	1	PM25	1887	0.013	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	10	1	PM25	1910	0.013	0.000	1282	90	35	2	5	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9 AVE SB 30 ST	2010	Midtown	10	1	PM25	2018	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	10	1	PM25	1905	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	10	1	PM25	1919	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	10	1	PM25	1102	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	10	1	PM25	1129	0.019	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	10	1	PM25	1469	0.019	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	10	1	PM25	1288	0.019	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	10	1	PM25	690	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	10	1	PM25	751	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	10	1	PM25	760	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	10	1	PM25	760	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	10	1	PM25	786	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	10	1	PM25	812	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	10	1	PM25	1024	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	10	1	PM25	1552	0.027	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	10	1	PM25	1412	0.027	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	10	1	PM25	1522	0.027	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	10	1	PM25	684	0.027	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	10	1	PM25	1137	0.027	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	10	1	PM25	612	0.027	0.000	1354	120	95	3	3	1	3
CANAL WB WATTS	2010	Midtown	10	1	PM25	560	0.027	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	10	1	PM25	2360	0.013	0.000	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	10	1	PM25	2442	0.013	0.000	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	10	1	PM25	2476	0.013	0.000	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	10	1	PM25	2488	0.014	0.000	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	10	1	PM25	2412	0.014	0.000	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	10	1	PM25	2333	0.014	0.000	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	10	1	PM25	2318	0.014	0.000	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	10	1	PM25	2528	0.014	0.000	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	10	1	PM25	2546	0.014	0.000	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	10	1	PM25	2331	0.014	0.000	1713	150	59	2	4	1	5
9A NB CANAL	2010	Midtown	10	1	PM25	3702	0.013	0.000	1687	120	25	2	5	1	3
9A NB CANAL	2010	Midtown	10	1	PM25	3197	0.013	0.000	1766	120	25	2	4	1	3
9A NB HOUSTON	2010	Midtown	10	1	PM25	3419	0.013	0.000	1806	150	29	2	5	1	3
9A NB WATTS	2010	Midtown	10	1	PM25	3732	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	10	1	PM25	3098	0.013	0.000	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	10	1	PM25	3108	0.013	0.000	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	10	1	PM25	3104	0.013	0.000	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	10	1	PM25	3077	0.012	0.000	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	10	1	PM25	2991	0.012	0.000	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	10	1	PM25	2984	0.012	0.000	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	10	1	PM25	2997	0.012	0.000	1572	150	48	2	5	1	3
9A SB CANAL	2010	Midtown	10	1	PM25	2965	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	10	1	PM25	2818	0.013	0.000	1722	120	25	2	5	1	3
9A SB VESTRY	2010	Midtown	10	1	PM25	1987	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	10	1	PM25	1987	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	10	1	PM25	409	0.020	0.000	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	10	1	PM25	267	0.012	0.000	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	10	1	PM25	186	0.012	0.000	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	10	1	PM25	2705	0.013	0.000	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	10	1	PM25	2812	0.012	0.000	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	10	1	PM25	3210	0.012	0.000	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	10	1	PM25	3	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	10	1	PM25	431	0.018	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	10	1	PM25	634	0.018	0.000	0	0	0	0	0	0	0

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	10	1	PM25	2730	0.020	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	10	1	PM25	166	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	10	1	PM25	17	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	10	1	PM25	9	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	10	1	PM25	194	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	10	1	PM25	484	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	10	1	PM25	194	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	10	1	PM25	643	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	10	1	PM25	1019	0.020	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	11	1	PM25	2469	0.017	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	11	1	PM25	2869	0.017	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	11	1	PM25	3202	0.017	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	11	1	PM25	2829	0.017	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	11	1	PM25	2735	0.017	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	11	1	PM25	2622	0.014	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	11	1	PM25	2764	0.014	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	11	1	PM25	2191	0.014	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	11	1	PM25	1964	0.014	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	11	1	PM25	1887	0.014	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	11	1	PM25	2167	0.014	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	11	1	PM25	2238	0.014	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	11	1	PM25	2701	0.014	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	11	1	PM25	2568	0.014	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	11	1	PM25	2616	0.014	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	11	1	PM25	307	0.020	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	11	1	PM25	461	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	11	1	PM25	363	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	11	1	PM25	461	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	11	1	PM25	320	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	11	1	PM25	438	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	11	1	PM25	25	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	11	1	PM25	229	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	11	1	PM25	1851	0.015	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	11	1	PM25	1627	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	11	1	PM25	2179	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	11	1	PM25	1759	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	11	1	PM25	2085	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	11	1	PM25	1862	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	11	1	PM25	2239	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	11	1	PM25	1800	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	11	1	PM25	2505	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	11	1	PM25	2285	0.013	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	11	1	PM25	1932	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	11	1	PM25	1798	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	11	1	PM25	1808	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	11	1	PM25	1677	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	11	1	PM25	729	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	11	1	PM25	740	0.016	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	11	1	PM25	907	0.014	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	11	1	PM25	907	0.014	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	11	1	PM25	951	0.014	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	11	1	PM25	869	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	11	1	PM25	1026	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	11	1	PM25	799	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	11	1	PM25	712	0.015	0.000	1452	120	23	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ MADISON AV	2010	Midtown	11	1	PM25	895	0.014	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	11	1	PM25	729	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	11	1	PM25	1009	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	11	1	PM25	977	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	11	1	PM25	1156	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	11	1	PM25	1133	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	11	1	PM25	921	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	11	1	PM25	924	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	11	1	PM25	792	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	11	1	PM25	1157	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	11	1	PM25	1200	0.014	0.000	1737	150	85	3	3	1	3
39 EB @ 11 AV	2010	Midtown	11	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	11	1	PM25	541	0.012	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	11	1	PM25	468	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	11	1	PM25	775	0.012	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	11	1	PM25	731	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	11	1	PM25	568	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	11	1	PM25	671	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	11	1	PM25	889	0.014	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	11	1	PM25	904	0.014	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	11	1	PM25	606	0.014	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	11	1	PM25	849	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	11	1	PM25	739	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	11	1	PM25	628	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	11	1	PM25	492	0.014	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	11	1	PM25	597	0.014	0.000	1270	150	74	3	4	1	3
6 AV @ 31 ST	2010	Midtown	11	1	PM25	2146	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	11	1	PM25	2271	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	11	1	PM25	2196	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	11	1	PM25	1833	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	11	1	PM25	1856	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	11	1	PM25	1976	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	11	1	PM25	1905	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	11	1	PM25	2047	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	11	1	PM25	2438	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	11	1	PM25	2331	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	11	1	PM25	2203	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	11	1	PM25	1419	0.019	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	11	1	PM25	1420	0.019	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	11	1	PM25	1664	0.019	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	11	1	PM25	1469	0.019	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	11	1	PM25	848	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	11	1	PM25	957	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	11	1	PM25	992	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	11	1	PM25	992	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	11	1	PM25	939	0.015	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	11	1	PM25	1049	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	11	1	PM25	1096	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	11	1	PM25	1234	0.024	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	11	1	PM25	1152	0.024	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	11	1	PM25	1183	0.024	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	11	1	PM25	399	0.024	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	11	1	PM25	979	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	11	1	PM25	321	0.024	0.000	1354	120	95	3	3	1	3
CANAL WB WATTS	2010	Midtown	11	1	PM25	295	0.024	0.000	1679	120	30	2	2	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 34 ST	2010	Midtown	11	1	PM25	2556	0.012	0.000	1695	150	65	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	11	1	PM25	2938	0.012	0.000	1558	150	65	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	11	1	PM25	2974	0.012	0.000	1597	150	60	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	11	1	PM25	3009	0.012	0.000	1573	150	63	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	11	1	PM25	2713	0.012	0.000	1465	150	30	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	11	1	PM25	2682	0.012	0.000	1640	150	76	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	11	1	PM25	2587	0.012	0.000	1672	150	76	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	11	1	PM25	2879	0.012	0.000	1629	150	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	11	1	PM25	3011	0.012	0.000	1697	150	43	2	4	1	3
12 AV NB @ 46 ST	2010	Midtown	11	1	PM25	2702	0.012	0.000	1713	150	59	2	4	1	5
9A NB CANAL	2010	Midtown	11	1	PM25	3026	0.013	0.000	1687	120	25	2	5	1	3
9A NB CANAL	2010	Midtown	11	1	PM25	2640	0.013	0.000	1766	120	25	2	4	1	3
9A NB HOUSTON	2010	Midtown	11	1	PM25	2630	0.013	0.000	1806	150	29	2	5	1	3
9A NB WATTS	2010	Midtown	11	1	PM25	3084	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	11	1	PM25	2554	0.013	0.000	1785	150	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	11	1	PM25	2447	0.013	0.000	1655	150	41	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	11	1	PM25	2436	0.013	0.000	1611	150	56	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	11	1	PM25	2432	0.012	0.000	1609	150	49	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	11	1	PM25	2558	0.012	0.000	1621	150	49	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	11	1	PM25	2552	0.012	0.000	1749	150	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	11	1	PM25	2797	0.012	0.000	1572	150	48	2	5	1	3
9A SB CANAL	2010	Midtown	11	1	PM25	2647	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	11	1	PM25	2432	0.013	0.000	1722	120	25	2	5	1	3
9A SB VESTRY	2010	Midtown	11	1	PM25	1865	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	11	1	PM25	1865	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	11	1	PM25	362	0.018	0.000	1465	150	120	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	11	1	PM25	414	0.012	0.000	1745	150	113	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	11	1	PM25	252	0.012	0.000	1652	150	107	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	11	1	PM25	2096	0.013	0.000	1801	150	65	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	11	1	PM25	2438	0.012	0.000	1801	150	76	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	11	1	PM25	2835	0.012	0.000	1783	150	43	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	11	1	PM25	3	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	11	1	PM25	734	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	11	1	PM25	1215	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	11	1	PM25	3800	0.021	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	11	1	PM25	142	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	11	1	PM25	4	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	11	1	PM25	60	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	11	1	PM25	472	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	11	1	PM25	24	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	11	1	PM25	120	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	11	1	PM25	251	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	11	1	PM25	1595	0.021	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	12	1	PM25	2324	0.017	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	12	1	PM25	2731	0.017	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	12	1	PM25	3050	0.017	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	12	1	PM25	2686	0.017	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	12	1	PM25	2612	0.017	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	12	1	PM25	2492	0.014	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	12	1	PM25	2624	0.014	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	12	1	PM25	2137	0.014	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	12	1	PM25	1919	0.014	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	12	1	PM25	1846	0.014	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	12	1	PM25	2104	0.014	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	12	1	PM25	2196	0.014	0.000	1285	90	40	2	5	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 44 ST	2010	Midtown	12	1	PM25	2767	0.014	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	12	1	PM25	2631	0.014	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	12	1	PM25	2681	0.014	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	12	1	PM25	338	0.020	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	12	1	PM25	488	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	12	1	PM25	385	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	12	1	PM25	485	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	12	1	PM25	355	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	12	1	PM25	479	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	12	1	PM25	13	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	12	1	PM25	135	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	12	1	PM25	1685	0.015	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	12	1	PM25	1484	0.015	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	12	1	PM25	1953	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	12	1	PM25	1573	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	12	1	PM25	1874	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	12	1	PM25	1660	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	12	1	PM25	2016	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	12	1	PM25	1611	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	12	1	PM25	2269	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	12	1	PM25	2084	0.013	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	12	1	PM25	1849	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	12	1	PM25	1724	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	12	1	PM25	1740	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	12	1	PM25	1611	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	12	1	PM25	667	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	12	1	PM25	690	0.016	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	12	1	PM25	842	0.014	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	12	1	PM25	842	0.014	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	12	1	PM25	877	0.014	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	12	1	PM25	801	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	12	1	PM25	945	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	12	1	PM25	733	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	12	1	PM25	664	0.015	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	12	1	PM25	831	0.014	0.000	1187	90	45	2	2	1	3
34 WB @ 10 AV	2010	Midtown	12	1	PM25	638	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	12	1	PM25	887	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	12	1	PM25	925	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	12	1	PM25	1096	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	12	1	PM25	1073	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	12	1	PM25	820	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	12	1	PM25	822	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	12	1	PM25	699	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	12	1	PM25	1037	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	12	1	PM25	1017	0.014	0.000	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	12	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	12	1	PM25	549	0.012	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	12	1	PM25	464	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	12	1	PM25	703	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	12	1	PM25	663	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	12	1	PM25	536	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	12	1	PM25	627	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	12	1	PM25	863	0.014	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	12	1	PM25	860	0.014	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	12	1	PM25	564	0.014	0.000	1285	90	51	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 WB @ 10 AV	2010	Midtown	12	1	PM25	753	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	12	1	PM25	635	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	12	1	PM25	546	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	12	1	PM25	420	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	12	1	PM25	519	0.014	0.000	1358	120	50	3	4	1	3
6 AV @ 31 ST	2010	Midtown	12	1	PM25	2051	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	12	1	PM25	2175	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	12	1	PM25	2103	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	12	1	PM25	1748	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	12	1	PM25	1770	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	12	1	PM25	1884	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	12	1	PM25	1816	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	12	1	PM25	1951	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	12	1	PM25	2375	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	12	1	PM25	2273	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	12	1	PM25	2130	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	12	1	PM25	1343	0.019	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	12	1	PM25	1334	0.019	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	12	1	PM25	1567	0.019	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	12	1	PM25	1386	0.019	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	12	1	PM25	976	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	12	1	PM25	1102	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	12	1	PM25	1144	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	12	1	PM25	1144	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	12	1	PM25	1082	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	12	1	PM25	1208	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	12	1	PM25	1262	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	12	1	PM25	1228	0.024	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	12	1	PM25	1145	0.024	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	12	1	PM25	1176	0.024	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	12	1	PM25	412	0.024	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	12	1	PM25	1023	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	12	1	PM25	330	0.024	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	12	1	PM25	302	0.024	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	12	1	PM25	2258	0.012	0.000	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	12	1	PM25	2569	0.012	0.000	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	12	1	PM25	2600	0.012	0.000	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	12	1	PM25	2633	0.012	0.000	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	12	1	PM25	2760	0.012	0.000	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	12	1	PM25	2725	0.012	0.000	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	12	1	PM25	2681	0.012	0.000	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	12	1	PM25	2970	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	12	1	PM25	3117	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	12	1	PM25	2751	0.012	0.000	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	12	1	PM25	3163	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	12	1	PM25	2757	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	12	1	PM25	2739	0.013	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	12	1	PM25	3225	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	12	1	PM25	2201	0.013	0.000	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	12	1	PM25	2115	0.013	0.000	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	12	1	PM25	2106	0.013	0.000	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	12	1	PM25	2101	0.012	0.000	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	12	1	PM25	2340	0.012	0.000	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	12	1	PM25	2348	0.012	0.000	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	12	1	PM25	2572	0.012	0.000	1597	120	50	2	5	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A SB CANAL	2010	Midtown	12	1	PM25	2625	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	12	1	PM25	2408	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	12	1	PM25	1851	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	12	1	PM25	1851	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	12	1	PM25	314	0.018	0.000	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	12	1	PM25	384	0.012	0.000	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	12	1	PM25	213	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	12	1	PM25	1811	0.013	0.000	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	12	1	PM25	2249	0.012	0.000	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	12	1	PM25	2399	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	12	1	PM25	2	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	12	1	PM25	917	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	12	1	PM25	1526	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	12	1	PM25	4266	0.021	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	12	1	PM25	108	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	12	1	PM25	2	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	12	1	PM25	113	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	12	1	PM25	580	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	12	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	12	1	PM25	28	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	12	1	PM25	161	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	12	1	PM25	1657	0.021	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	13	1	PM25	2085	0.017	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	13	1	PM25	2532	0.017	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	13	1	PM25	2819	0.017	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	13	1	PM25	2465	0.017	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	13	1	PM25	2390	0.017	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	13	1	PM25	2244	0.014	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	13	1	PM25	2369	0.014	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	13	1	PM25	2222	0.014	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	13	1	PM25	1996	0.014	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	13	1	PM25	1917	0.014	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	13	1	PM25	2207	0.014	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	13	1	PM25	2285	0.014	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	13	1	PM25	2442	0.014	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	13	1	PM25	2323	0.014	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	13	1	PM25	2366	0.014	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	13	1	PM25	341	0.020	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	13	1	PM25	496	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	13	1	PM25	395	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	13	1	PM25	497	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	13	1	PM25	359	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	13	1	PM25	490	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	13	1	PM25	22	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	13	1	PM25	143	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	13	1	PM25	1676	0.015	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	13	1	PM25	1478	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	13	1	PM25	1946	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	13	1	PM25	1579	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	13	1	PM25	1866	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	13	1	PM25	1649	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	13	1	PM25	1988	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	13	1	PM25	1602	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	13	1	PM25	2227	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	13	1	PM25	2038	0.013	0.000	1395	90	36	2	6	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 42 ST	2010	Midtown	13	1	PM25	1812	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	13	1	PM25	1692	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	13	1	PM25	1707	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	13	1	PM25	1584	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	13	1	PM25	658	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	13	1	PM25	668	0.016	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	13	1	PM25	779	0.014	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	13	1	PM25	779	0.014	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	13	1	PM25	797	0.014	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	13	1	PM25	789	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	13	1	PM25	949	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	13	1	PM25	747	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	13	1	PM25	644	0.015	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	13	1	PM25	769	0.014	0.000	1187	90	45	2	2	1	3
34 WB @ 10 AV	2010	Midtown	13	1	PM25	685	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	13	1	PM25	949	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	13	1	PM25	779	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	13	1	PM25	919	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	13	1	PM25	902	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	13	1	PM25	871	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	13	1	PM25	874	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	13	1	PM25	747	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	13	1	PM25	1086	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	13	1	PM25	1094	0.014	0.000	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	13	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	13	1	PM25	610	0.012	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	13	1	PM25	517	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	13	1	PM25	722	0.012	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	13	1	PM25	673	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	13	1	PM25	536	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	13	1	PM25	621	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	13	1	PM25	823	0.014	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	13	1	PM25	837	0.014	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	13	1	PM25	568	0.014	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	13	1	PM25	846	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	13	1	PM25	736	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	13	1	PM25	623	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	13	1	PM25	488	0.014	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	13	1	PM25	603	0.014	0.000	1358	120	50	3	4	1	3
6 AV @ 31 ST	2010	Midtown	13	1	PM25	1996	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	13	1	PM25	2131	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	13	1	PM25	2063	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	13	1	PM25	1689	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	13	1	PM25	1710	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	13	1	PM25	1819	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	13	1	PM25	1755	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	13	1	PM25	1882	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	13	1	PM25	2357	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	13	1	PM25	2271	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	13	1	PM25	2082	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	13	1	PM25	1796	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	13	1	PM25	1776	0.019	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	13	1	PM25	2109	0.018	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	13	1	PM25	1861	0.018	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	13	1	PM25	799	0.014	0.000	1365	90	44	2	2	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
BWY @ 31 ST	2010	Midtown	13	1	PM25	902	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	13	1	PM25	934	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	13	1	PM25	934	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	13	1	PM25	884	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	13	1	PM25	987	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	13	1	PM25	1032	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	13	1	PM25	1258	0.024	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	13	1	PM25	1177	0.024	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	13	1	PM25	1206	0.024	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	13	1	PM25	478	0.024	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	13	1	PM25	1172	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	13	1	PM25	385	0.024	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	13	1	PM25	354	0.024	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	13	1	PM25	2568	0.012	0.000	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	13	1	PM25	2924	0.012	0.000	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	13	1	PM25	2960	0.012	0.000	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	13	1	PM25	2995	0.012	0.000	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	13	1	PM25	2977	0.012	0.000	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	13	1	PM25	2941	0.012	0.000	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	13	1	PM25	2894	0.012	0.000	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	13	1	PM25	3211	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	13	1	PM25	3360	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	13	1	PM25	3117	0.012	0.000	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	13	1	PM25	3219	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	13	1	PM25	2806	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	13	1	PM25	2796	0.013	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	13	1	PM25	3281	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	13	1	PM25	2383	0.013	0.000	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	13	1	PM25	2279	0.013	0.000	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	13	1	PM25	2269	0.013	0.000	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	13	1	PM25	2264	0.012	0.000	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	13	1	PM25	2330	0.012	0.000	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	13	1	PM25	2323	0.012	0.000	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	13	1	PM25	2545	0.012	0.000	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	13	1	PM25	2663	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	13	1	PM25	2444	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	13	1	PM25	1871	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	13	1	PM25	1871	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	13	1	PM25	332	0.018	0.000	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	13	1	PM25	377	0.012	0.000	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	13	1	PM25	225	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	13	1	PM25	1957	0.013	0.000	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	13	1	PM25	2216	0.012	0.000	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	13	1	PM25	2545	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	13	1	PM25	335	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	13	1	PM25	685	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	13	1	PM25	669	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	13	1	PM25	2583	0.021	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	13	1	PM25	82	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	13	1	PM25	1	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	13	1	PM25	98	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	13	1	PM25	214	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	13	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	13	1	PM25	11	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	13	1	PM25	245	0.029	0.000	0	0	0	0	0	0	0

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	13	1	PM25	647	0.021	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	14	1	PM25	2230	0.017	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	14	1	PM25	2699	0.017	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	14	1	PM25	3009	0.017	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	14	1	PM25	2628	0.017	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	14	1	PM25	2559	0.017	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	14	1	PM25	2401	0.014	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	14	1	PM25	2536	0.014	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	14	1	PM25	2129	0.014	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	14	1	PM25	1914	0.014	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	14	1	PM25	1835	0.014	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	14	1	PM25	2112	0.014	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	14	1	PM25	2186	0.014	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	14	1	PM25	2686	0.014	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	14	1	PM25	2555	0.014	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	14	1	PM25	2602	0.014	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	14	1	PM25	302	0.020	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	14	1	PM25	438	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	14	1	PM25	349	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	14	1	PM25	439	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	14	1	PM25	317	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	14	1	PM25	437	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	14	1	PM25	22	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	14	1	PM25	140	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	14	1	PM25	1598	0.015	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	14	1	PM25	1407	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	14	1	PM25	1842	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	14	1	PM25	1499	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	14	1	PM25	1770	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	14	1	PM25	1563	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	14	1	PM25	1885	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	14	1	PM25	1522	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	14	1	PM25	2112	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	14	1	PM25	1938	0.013	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	14	1	PM25	1833	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	14	1	PM25	1711	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	14	1	PM25	1726	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	14	1	PM25	1602	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	14	1	PM25	552	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	14	1	PM25	558	0.016	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	14	1	PM25	798	0.014	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	14	1	PM25	798	0.014	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	14	1	PM25	818	0.014	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	14	1	PM25	669	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	14	1	PM25	806	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	14	1	PM25	639	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	14	1	PM25	537	0.015	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	14	1	PM25	788	0.014	0.000	1187	90	45	2	2	1	3
34 WB @ 10 AV	2010	Midtown	14	1	PM25	673	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	14	1	PM25	933	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	14	1	PM25	914	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	14	1	PM25	1079	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	14	1	PM25	1058	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	14	1	PM25	856	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	14	1	PM25	858	0.015	0.000	1291	90	40	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ DYER AV	2010	Midtown	14	1	PM25	733	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	14	1	PM25	1056	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	14	1	PM25	1065	0.014	0.000	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	14	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	14	1	PM25	741	0.012	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	14	1	PM25	618	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	14	1	PM25	705	0.012	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	14	1	PM25	657	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	14	1	PM25	572	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	14	1	PM25	662	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	14	1	PM25	876	0.014	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	14	1	PM25	888	0.014	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	14	1	PM25	601	0.014	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	14	1	PM25	829	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	14	1	PM25	724	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	14	1	PM25	611	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	14	1	PM25	479	0.014	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	14	1	PM25	597	0.014	0.000	1358	120	50	3	4	1	3
6 AV @ 31 ST	2010	Midtown	14	1	PM25	2128	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	14	1	PM25	2270	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	14	1	PM25	2198	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	14	1	PM25	1801	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	14	1	PM25	1824	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	14	1	PM25	1941	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	14	1	PM25	1872	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	14	1	PM25	2008	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	14	1	PM25	2546	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	14	1	PM25	2455	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	14	1	PM25	2256	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	14	1	PM25	2165	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	14	1	PM25	2130	0.018	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	14	1	PM25	2529	0.018	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	14	1	PM25	2228	0.018	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	14	1	PM25	867	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	14	1	PM25	979	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	14	1	PM25	1013	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	14	1	PM25	1013	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	14	1	PM25	959	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	14	1	PM25	1070	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	14	1	PM25	1119	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	14	1	PM25	1377	0.024	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	14	1	PM25	1289	0.024	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	14	1	PM25	1320	0.024	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	14	1	PM25	466	0.023	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	14	1	PM25	1128	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	14	1	PM25	378	0.024	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	14	1	PM25	348	0.024	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	14	1	PM25	2505	0.012	0.000	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	14	1	PM25	2850	0.012	0.000	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	14	1	PM25	2885	0.012	0.000	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	14	1	PM25	2919	0.012	0.000	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	14	1	PM25	2860	0.012	0.000	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	14	1	PM25	2825	0.012	0.000	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	14	1	PM25	2785	0.012	0.000	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	14	1	PM25	3085	0.012	0.000	1629	120	35	2	5	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 44 ST	2010	Midtown	14	1	PM25	3227	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	14	1	PM25	3117	0.012	0.000	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	14	1	PM25	3255	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	14	1	PM25	2837	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	14	1	PM25	2832	0.013	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	14	1	PM25	3318	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	14	1	PM25	2360	0.013	0.000	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	14	1	PM25	2256	0.013	0.000	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	14	1	PM25	2247	0.013	0.000	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	14	1	PM25	2242	0.012	0.000	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	14	1	PM25	2407	0.012	0.000	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	14	1	PM25	2404	0.012	0.000	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	14	1	PM25	2634	0.012	0.000	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	14	1	PM25	2886	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	14	1	PM25	2647	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	14	1	PM25	2026	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	14	1	PM25	2026	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	14	1	PM25	328	0.018	0.000	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	14	1	PM25	391	0.012	0.000	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	14	1	PM25	230	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	14	1	PM25	1938	0.013	0.000	1801	120	55	2	3	1	5
12 AV SBT @ 42 ST	2010	Midtown	14	1	PM25	2292	0.012	0.000	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	14	1	PM25	2604	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	14	1	PM25	210	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	14	1	PM25	1441	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	14	1	PM25	885	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	14	1	PM25	3669	0.021	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	14	1	PM25	68	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	14	1	PM25	3	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	14	1	PM25	75	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	14	1	PM25	278	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	14	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	14	1	PM25	3	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	14	1	PM25	262	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	14	1	PM25	870	0.021	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	15	1	PM25	2541	0.014	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	15	1	PM25	2979	0.014	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	15	1	PM25	3331	0.014	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	15	1	PM25	2926	0.014	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	15	1	PM25	1441	0.017	0.000	#DIV/0!	0	0	0	0	1	4
10 AV NB @ 37 ST	2010	Midtown	15	1	PM25	2711	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	14	1	PM25	2863	0.013	0.000	1342	90	35	2	6	0	0
10 AV NB @ 39 ST	2010	Midtown	15	1	PM25	2129	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	15	1	PM25	1904	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	15	1	PM25	1821	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	15	1	PM25	2105	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	15	1	PM25	2153	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	15	1	PM25	2545	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	15	1	PM25	2419	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	15	1	PM25	2464	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	15	1	PM25	494	0.014	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	15	1	PM25	694	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	15	1	PM25	562	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	15	1	PM25	715	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	15	1	PM25	528	0.015	0.000	1320	90	36	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 40 ST	2010	Midtown	15	1	PM25	718	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	15	1	PM25	32	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	15	1	PM25	158	0.013	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	15	1	PM25	1600	0.013	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	15	1	PM25	1392	0.012	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	15	1	PM25	1883	0.012	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	15	1	PM25	1543	0.012	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	15	1	PM25	1814	0.012	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	15	1	PM25	1623	0.012	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	15	1	PM25	1937	0.012	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	15	1	PM25	1576	0.012	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	15	1	PM25	2152	0.012	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	15	1	PM25	1967	0.012	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	15	1	PM25	1894	0.012	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	15	1	PM25	1754	0.012	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	15	1	PM25	1757	0.012	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	15	1	PM25	1635	0.012	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	15	1	PM25	517	0.014	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	15	1	PM25	517	0.016	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	15	1	PM25	787	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	15	1	PM25	787	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	15	1	PM25	819	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	15	1	PM25	637	0.015	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	15	1	PM25	759	0.014	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	15	1	PM25	600	0.014	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	15	1	PM25	497	0.015	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	15	1	PM25	776	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	15	1	PM25	753	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	15	1	PM25	1037	0.012	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	15	1	PM25	953	0.015	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	15	1	PM25	1122	0.015	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	15	1	PM25	1101	0.015	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	15	1	PM25	923	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	15	1	PM25	927	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	15	1	PM25	806	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	15	1	PM25	1125	0.012	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	15	1	PM25	1251	0.012	0.000	1828	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	15	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	15	1	PM25	998	0.015	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	15	1	PM25	831	0.015	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	15	1	PM25	827	0.015	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	15	1	PM25	778	0.015	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	15	1	PM25	526	0.015	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	15	1	PM25	624	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	15	1	PM25	771	0.015	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	15	1	PM25	812	0.015	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	15	1	PM25	567	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	15	1	PM25	976	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	15	1	PM25	856	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	15	1	PM25	722	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	15	1	PM25	565	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	15	1	PM25	715	0.013	0.000	1358	120	50	3	4	1	3
6 AV @ 31 ST	2010	Midtown	15	1	PM25	2211	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	15	1	PM25	2346	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	15	1	PM25	2269	0.015	0.000	1456	90	44	8	5	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
6 AV @ 34 ST	2010	Midtown	15	1	PM25	1882	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	15	1	PM25	1905	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	15	1	PM25	2029	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	15	1	PM25	1957	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	15	1	PM25	2102	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	15	1	PM25	2569	0.016	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	15	1	PM25	2473	0.016	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	15	1	PM25	2321	0.016	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	15	1	PM25	2424	0.016	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	15	1	PM25	2385	0.016	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	15	1	PM25	2815	0.016	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	15	1	PM25	2474	0.016	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	15	1	PM25	915	0.012	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	15	1	PM25	1033	0.012	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	15	1	PM25	1069	0.012	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	15	1	PM25	1069	0.012	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	15	1	PM25	1011	0.012	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	15	1	PM25	1129	0.012	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	15	1	PM25	1184	0.012	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	15	1	PM25	1373	0.015	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	15	1	PM25	1289	0.015	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	15	1	PM25	1317	0.015	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	15	1	PM25	429	0.015	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	15	1	PM25	1014	0.014	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	15	1	PM25	351	0.015	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	15	1	PM25	324	0.015	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	15	1	PM25	2578	0.012	0.000	1711	120	55	2	5	1	5
12 AV NB @ 36 ST	2010	Midtown	15	1	PM25	3014	0.012	0.000	1558	120	44	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	15	1	PM25	3050	0.012	0.000	1597	120	43	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	15	1	PM25	3082	0.012	0.000	1576	120	54	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	15	1	PM25	3284	0.012	0.000	1663	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	15	1	PM25	3252	0.012	0.000	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	15	1	PM25	3095	0.012	0.000	1717	120	70	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	15	1	PM25	3437	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	15	1	PM25	3581	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	15	1	PM25	3394	0.012	0.000	1715	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	15	1	PM25	3576	0.012	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	15	1	PM25	3118	0.012	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	15	1	PM25	3118	0.012	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	15	1	PM25	3643	0.012	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	15	1	PM25	2563	0.012	0.000	1769	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	15	1	PM25	2452	0.012	0.000	1611	120	30	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	15	1	PM25	2441	0.012	0.000	1611	120	48	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	15	1	PM25	2441	0.012	0.000	1617	120	48	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	15	1	PM25	2555	0.012	0.000	1704	120	40	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	15	1	PM25	2550	0.012	0.000	1611	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	15	1	PM25	2797	0.012	0.000	1597	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	15	1	PM25	3278	0.012	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	15	1	PM25	3006	0.012	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	15	1	PM25	2302	0.012	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	15	1	PM25	2302	0.012	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	15	1	PM25	357	0.014	0.000	1518	120	100	2	2	1	5
12 AV SBL @ 42 ST	2010	Midtown	15	1	PM25	409	0.012	0.000	1728	120	89	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	15	1	PM25	242	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	15	1	PM25	2103	0.012	0.000	1801	120	55	2	3	1	5

Table T10-3
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CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SBT @ 42 ST	2010	Midtown	15	1	PM25	2426	0.012	0.000	1818	120	70	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	15	1	PM25	2728	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	15	1	PM25	555	0.015	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	15	1	PM25	639	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	15	1	PM25	702	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	15	1	PM25	3346	0.016	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	15	1	PM25	51	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	15	1	PM25	2	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	15	1	PM25	110	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	15	1	PM25	354	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	15	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	15	1	PM25	2	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	15	1	PM25	345	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	15	1	PM25	1107	0.016	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	16	1	PM25	2326	0.014	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	16	1	PM25	2651	0.014	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	16	1	PM25	2973	0.014	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	16	1	PM25	2589	0.014	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	16	1	PM25	2735	0.014	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	16	1	PM25	2677	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	16	1	PM25	3107	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	16	1	PM25	2813	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	16	1	PM25	2829	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	16	1	PM25	2633	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	16	1	PM25	2490	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	16	1	PM25	2986	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	16	1	PM25	3550	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	16	1	PM25	3429	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	16	1	PM25	3537	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	16	1	PM25	328	0.014	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	16	1	PM25	494	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	16	1	PM25	442	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	16	1	PM25	601	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	16	1	PM25	476	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	16	1	PM25	474	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	16	1	PM25	268	0.013	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	16	1	PM25	391	0.013	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	16	1	PM25	1867	0.012	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	16	1	PM25	1572	0.012	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	16	1	PM25	2228	0.012	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	16	1	PM25	1797	0.012	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	16	1	PM25	2409	0.012	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	16	1	PM25	1912	0.012	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	16	1	PM25	2453	0.012	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	16	1	PM25	2435	0.012	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	16	1	PM25	1896	0.012	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	16	1	PM25	1818	0.012	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	16	1	PM25	1211	0.012	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	16	1	PM25	1047	0.012	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	16	1	PM25	1046	0.012	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	16	1	PM25	970	0.012	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	16	1	PM25	496	0.014	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	16	1	PM25	534	0.015	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	16	1	PM25	654	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	16	1	PM25	654	0.013	0.000	1165	90	58	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ 7 AV	2010	Midtown	16	1	PM25	753	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	16	1	PM25	624	0.014	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	16	1	PM25	723	0.014	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	16	1	PM25	553	0.014	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	16	1	PM25	516	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	16	1	PM25	802	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	16	1	PM25	585	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	16	1	PM25	857	0.012	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	16	1	PM25	613	0.015	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	16	1	PM25	867	0.015	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	16	1	PM25	851	0.015	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	16	1	PM25	603	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	16	1	PM25	584	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	16	1	PM25	566	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	16	1	PM25	1029	0.012	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	16	1	PM25	1013	0.012	0.000	1854	120	72	3	3	1	3
39 EB @ 11 AV	2010	Midtown	16	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	16	1	PM25	999	0.015	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	16	1	PM25	816	0.015	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	16	1	PM25	478	0.015	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	16	1	PM25	242	0.015	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	16	1	PM25	409	0.015	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	16	1	PM25	624	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	16	1	PM25	445	0.015	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	16	1	PM25	580	0.015	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	16	1	PM25	365	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	16	1	PM25	1862	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	16	1	PM25	1195	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	16	1	PM25	1042	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	16	1	PM25	1027	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	16	1	PM25	906	0.013	0.000	1288	120	65	3	4	1	3
6 AV @ 31 ST	2010	Midtown	16	1	PM25	2129	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	16	1	PM25	2167	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	16	1	PM25	2090	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	16	1	PM25	1771	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	16	1	PM25	1794	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	16	1	PM25	1922	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	16	1	PM25	1778	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	16	1	PM25	1840	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	16	1	PM25	2085	0.016	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	16	1	PM25	1974	0.016	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	16	1	PM25	1938	0.016	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	16	1	PM25	1604	0.016	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	16	1	PM25	1687	0.016	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	16	1	PM25	2030	0.016	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	16	1	PM25	1807	0.016	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	16	1	PM25	748	0.012	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	16	1	PM25	859	0.012	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	16	1	PM25	923	0.012	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	16	1	PM25	923	0.012	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	16	1	PM25	949	0.012	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	16	1	PM25	1043	0.012	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	16	1	PM25	1145	0.012	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	16	1	PM25	1239	0.015	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	16	1	PM25	1107	0.015	0.000	1532	90	32	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
CANAL EB WATTS	2010	Midtown	16	1	PM25	1074	0.015	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	16	1	PM25	696	0.014	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	16	1	PM25	1386	0.014	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	16	1	PM25	581	0.014	0.000	1603	120	90	3	3	1	3
CANAL WB WATTS	2010	Midtown	16	1	PM25	521	0.014	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	16	1	PM25	2891	0.012	0.000	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	16	1	PM25	3433	0.012	0.000	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	16	1	PM25	3537	0.012	0.000	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	16	1	PM25	3642	0.012	0.000	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	16	1	PM25	3544	0.012	0.000	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	16	1	PM25	3504	0.012	0.000	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	16	1	PM25	3381	0.012	0.000	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	16	1	PM25	3628	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	16	1	PM25	3694	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	16	1	PM25	3426	0.012	0.000	1711	120	49	2	4	1	3
9A NB CANAL	2010	Midtown	16	1	PM25	3213	0.012	0.000	1718	120	30	2	5	1	3
9A NB CANAL	2010	Midtown	16	1	PM25	3077	0.012	0.000	1801	120	30	2	4	1	3
9A NB HOUSTON	2010	Midtown	16	1	PM25	3136	0.012	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	16	1	PM25	3285	0.012	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	16	1	PM25	2639	0.012	0.000	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	16	1	PM25	2633	0.012	0.000	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	16	1	PM25	2596	0.012	0.000	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	16	1	PM25	2576	0.012	0.000	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	16	1	PM25	2755	0.012	0.000	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	16	1	PM25	2776	0.012	0.000	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	16	1	PM25	2925	0.012	0.000	1596	120	51	2	5	1	3
9A SB CANAL	2010	Midtown	16	1	PM25	3259	0.012	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	16	1	PM25	3114	0.012	0.000	1722	120	30	2	5	1	3
9A SB VESTRY	2010	Midtown	16	1	PM25	2622	0.012	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	16	1	PM25	2622	0.012	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	16	1	PM25	282	0.014	0.000	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	16	1	PM25	331	0.012	0.000	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2010	Midtown	16	1	PM25	262	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	16	1	PM25	2382	0.012	0.000	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	16	1	PM25	2623	0.012	0.000	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	16	1	PM25	2674	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	16	1	PM25	419	0.015	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	16	1	PM25	459	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	16	1	PM25	231	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	16	1	PM25	2511	0.016	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	16	1	PM25	45	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	16	1	PM25	3	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	16	1	PM25	144	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	16	1	PM25	482	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	16	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	16	1	PM25	1	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	16	1	PM25	534	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	16	1	PM25	869	0.016	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	17	1	PM25	1942	0.014	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	17	1	PM25	2237	0.014	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	17	1	PM25	2520	0.014	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	17	1	PM25	2191	0.014	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	17	1	PM25	2313	0.014	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	17	1	PM25	2237	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	17	1	PM25	2606	0.013	0.000	1342	90	35	2	6	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 39 ST	2010	Midtown	17	1	PM25	2535	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	17	1	PM25	2544	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	17	1	PM25	2374	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	17	1	PM25	2332	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	17	1	PM25	2750	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	17	1	PM25	3477	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	17	1	PM25	3358	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	17	1	PM25	3459	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	17	1	PM25	209	0.013	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	17	1	PM25	319	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	17	1	PM25	292	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	17	1	PM25	393	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	17	1	PM25	307	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	17	1	PM25	314	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	17	1	PM25	287	0.013	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	17	1	PM25	399	0.013	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	17	1	PM25	1489	0.012	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	17	1	PM25	1263	0.012	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	17	1	PM25	1795	0.012	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	17	1	PM25	1455	0.012	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	17	1	PM25	1916	0.012	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	17	1	PM25	1531	0.012	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	17	1	PM25	1937	0.012	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	17	1	PM25	1924	0.012	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	17	1	PM25	1524	0.012	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	17	1	PM25	1440	0.012	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	17	1	PM25	717	0.012	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	17	1	PM25	616	0.012	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	17	1	PM25	616	0.012	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	17	1	PM25	571	0.012	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	17	1	PM25	536	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	17	1	PM25	556	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	17	1	PM25	556	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	17	1	PM25	556	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	17	1	PM25	631	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	17	1	PM25	676	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	17	1	PM25	775	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	17	1	PM25	604	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	17	1	PM25	547	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	17	1	PM25	675	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	17	1	PM25	592	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	17	1	PM25	869	0.012	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	17	1	PM25	562	0.015	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	17	1	PM25	796	0.015	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	17	1	PM25	797	0.015	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	17	1	PM25	620	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	17	1	PM25	595	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	17	1	PM25	580	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	17	1	PM25	1044	0.012	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	17	1	PM25	1013	0.012	0.000	1854	120	72	3	3	1	3
39 EB @ 11 AV	2010	Midtown	17	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	17	1	PM25	1	-0.119	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	17	1	PM25	18	0.007	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	17	1	PM25	479	0.015	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	17	1	PM25	239	0.015	0.000	1267	90	55	2	2	1	3

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PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 EB @ 10 AV	2010	Midtown	17	1	PM25	398	0.015	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	17	1	PM25	588	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	17	1	PM25	420	0.015	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	17	1	PM25	555	0.015	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	17	1	PM25	359	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	17	1	PM25	1327	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	17	1	PM25	892	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	17	1	PM25	769	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	17	1	PM25	756	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	17	1	PM25	660	0.013	0.000	1288	120	65	3	4	1	3
6 AV @ 31 ST	2010	Midtown	17	1	PM25	2065	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	17	1	PM25	2106	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	17	1	PM25	2032	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	17	1	PM25	1715	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	17	1	PM25	1737	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	17	1	PM25	1860	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	17	1	PM25	1726	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	17	1	PM25	1785	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	17	1	PM25	1869	0.016	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	17	1	PM25	1786	0.015	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	17	1	PM25	1735	0.015	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	17	1	PM25	1566	0.016	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	17	1	PM25	1642	0.016	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	17	1	PM25	2005	0.016	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	17	1	PM25	1776	0.016	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	17	1	PM25	806	0.012	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	17	1	PM25	925	0.012	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	17	1	PM25	993	0.012	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	17	1	PM25	993	0.012	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	17	1	PM25	1020	0.012	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	17	1	PM25	1121	0.012	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	17	1	PM25	1229	0.012	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	17	1	PM25	1183	0.014	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	17	1	PM25	1059	0.014	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	17	1	PM25	1027	0.014	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	17	1	PM25	483	0.014	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	17	1	PM25	950	0.014	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	17	1	PM25	405	0.014	0.000	1603	120	90	3	3	1	3
CANAL WB WATTS	2010	Midtown	17	1	PM25	365	0.014	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	17	1	PM25	3218	0.012	0.000	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	17	1	PM25	3791	0.012	0.000	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	17	1	PM25	3907	0.012	0.000	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	17	1	PM25	4023	0.012	0.000	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	17	1	PM25	3590	0.012	0.000	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	17	1	PM25	3550	0.012	0.000	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	17	1	PM25	3477	0.012	0.000	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	17	1	PM25	3738	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	17	1	PM25	3806	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	17	1	PM25	3545	0.012	0.000	1711	120	49	2	4	1	3
9A NB CANAL	2010	Midtown	17	1	PM25	3198	0.012	0.000	1718	120	30	2	5	1	3
9A NB CANAL	2010	Midtown	17	1	PM25	3062	0.012	0.000	1801	120	30	2	4	1	3
9A NB HOUSTON	2010	Midtown	17	1	PM25	3117	0.012	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	17	1	PM25	3270	0.012	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	17	1	PM25	2867	0.012	0.000	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	17	1	PM25	2847	0.012	0.000	1611	120	27	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV SB @ 37 ST	2010	Midtown	17	1	PM25	2807	0.012	0.000	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	17	1	PM25	2784	0.012	0.000	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	17	1	PM25	2792	0.012	0.000	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	17	1	PM25	2799	0.012	0.000	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	17	1	PM25	2949	0.012	0.000	1596	120	51	2	5	1	3
9A SB CANAL	2010	Midtown	17	1	PM25	3277	0.012	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	17	1	PM25	3131	0.012	0.000	1722	120	30	2	5	1	3
9A SB VESTRY	2010	Midtown	17	1	PM25	2634	0.012	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	17	1	PM25	2634	0.012	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	17	1	PM25	300	0.014	0.000	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	17	1	PM25	326	0.012	0.000	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2010	Midtown	17	1	PM25	294	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	17	1	PM25	2579	0.012	0.000	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	17	1	PM25	2640	0.012	0.000	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	17	1	PM25	3029	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	17	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	17	1	PM25	1019	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	17	1	PM25	1117	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	17	1	PM25	2842	0.016	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	17	1	PM25	44	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	17	1	PM25	7	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	17	1	PM25	185	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	17	1	PM25	483	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	17	1	PM25	4	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	17	1	PM25	137	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	17	1	PM25	708	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	17	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	18	1	PM25	2100	0.014	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	18	1	PM25	2433	0.014	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	18	1	PM25	2748	0.014	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	18	1	PM25	2384	0.014	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	18	1	PM25	2517	0.014	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	18	1	PM25	2417	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	18	1	PM25	2821	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	18	1	PM25	2863	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	18	1	PM25	2863	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	18	1	PM25	2679	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	18	1	PM25	2703	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	18	1	PM25	3135	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	18	1	PM25	3475	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	18	1	PM25	3354	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	18	1	PM25	3449	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	18	1	PM25	339	0.013	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	18	1	PM25	508	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	18	1	PM25	472	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	18	1	PM25	635	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	18	1	PM25	501	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	18	1	PM25	511	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	18	1	PM25	347	0.013	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	18	1	PM25	466	0.013	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	18	1	PM25	1328	0.012	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	18	1	PM25	1134	0.012	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	18	1	PM25	1631	0.012	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	18	1	PM25	1328	0.012	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	18	1	PM25	1705	0.012	0.000	1217	90	27	2	5	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 37 ST	2010	Midtown	18	1	PM25	1379	0.012	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	18	1	PM25	1705	0.012	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	18	1	PM25	1689	0.012	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	18	1	PM25	2722	0.012	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	18	1	PM25	2691	0.012	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	18	1	PM25	2232	0.012	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	18	1	PM25	1986	0.012	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	18	1	PM25	1907	0.012	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	18	1	PM25	1799	0.012	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	18	1	PM25	555	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	18	1	PM25	550	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	18	1	PM25	615	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	18	1	PM25	615	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	18	1	PM25	690	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	18	1	PM25	707	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	18	1	PM25	799	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	18	1	PM25	635	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	18	1	PM25	541	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	18	1	PM25	739	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	18	1	PM25	622	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	18	1	PM25	916	0.012	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	18	1	PM25	496	0.015	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	18	1	PM25	698	0.015	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	18	1	PM25	716	0.015	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	18	1	PM25	659	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	18	1	PM25	627	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	18	1	PM25	613	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	18	1	PM25	1084	0.012	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	18	1	PM25	1089	0.012	0.000	1854	120	72	3	3	1	3
39 EB @ 11 AV	2010	Midtown	18	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	18	1	PM25	1	-0.173	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	18	1	PM25	26	0.004	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	18	1	PM25	568	0.015	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	18	1	PM25	284	0.015	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	18	1	PM25	445	0.015	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	18	1	PM25	641	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	18	1	PM25	463	0.015	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	18	1	PM25	623	0.015	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	18	1	PM25	416	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	18	1	PM25	1334	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	18	1	PM25	931	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	18	1	PM25	793	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	18	1	PM25	780	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	18	1	PM25	675	0.013	0.000	1288	120	65	3	4	1	3
6 AV @ 31 ST	2010	Midtown	18	1	PM25	2055	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	18	1	PM25	2100	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	18	1	PM25	2027	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	18	1	PM25	1704	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	18	1	PM25	1725	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	18	1	PM25	1847	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	18	1	PM25	1719	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	18	1	PM25	1776	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	18	1	PM25	1983	0.015	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	18	1	PM25	1903	0.015	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	18	1	PM25	1837	0.015	0.000	1345	90	35	2	5	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9 AVE SB 34 ST	2010	Midtown	18	1	PM25	1731	0.015	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	18	1	PM25	1820	0.015	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	18	1	PM25	2966	0.015	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	18	1	PM25	2629	0.015	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	18	1	PM25	785	0.012	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	18	1	PM25	900	0.012	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	18	1	PM25	964	0.012	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	18	1	PM25	964	0.012	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	18	1	PM25	990	0.012	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	18	1	PM25	1087	0.012	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	18	1	PM25	1192	0.012	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	18	1	PM25	921	0.014	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	18	1	PM25	827	0.014	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	18	1	PM25	807	0.014	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	18	1	PM25	449	0.014	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	18	1	PM25	873	0.014	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	18	1	PM25	378	0.014	0.000	1603	120	90	3	3	1	3
CANAL WB WATTS	2010	Midtown	18	1	PM25	341	0.014	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	18	1	PM25	3063	0.012	0.000	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	18	1	PM25	3602	0.012	0.000	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	18	1	PM25	3711	0.012	0.000	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	18	1	PM25	3820	0.012	0.000	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	18	1	PM25	3815	0.012	0.000	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	18	1	PM25	3772	0.012	0.000	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	18	1	PM25	3714	0.012	0.000	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	18	1	PM25	3997	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	18	1	PM25	4067	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	18	1	PM25	3805	0.012	0.000	1711	120	49	2	4	1	3
9A NB CANAL	2010	Midtown	18	1	PM25	3477	0.012	0.000	1718	120	30	2	5	1	3
9A NB CANAL	2010	Midtown	18	1	PM25	3329	0.012	0.000	1801	120	30	2	4	1	3
9A NB HOUSTON	2010	Midtown	18	1	PM25	3390	0.012	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	18	1	PM25	3555	0.012	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	18	1	PM25	3083	0.012	0.000	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	18	1	PM25	3040	0.012	0.000	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	18	1	PM25	2998	0.012	0.000	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	18	1	PM25	2970	0.012	0.000	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	18	1	PM25	3063	0.012	0.000	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	18	1	PM25	3056	0.012	0.000	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	18	1	PM25	3222	0.012	0.000	1596	120	51	2	5	1	3
9A SB CANAL	2010	Midtown	18	1	PM25	3315	0.012	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	18	1	PM25	3169	0.012	0.000	1722	120	30	2	5	1	3
9A SB VESTRY	2010	Midtown	18	1	PM25	2655	0.012	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	18	1	PM25	2655	0.012	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	18	1	PM25	316	0.014	0.000	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	18	1	PM25	345	0.012	0.000	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2010	Midtown	18	1	PM25	311	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	18	1	PM25	2758	0.012	0.000	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	18	1	PM25	2878	0.012	0.000	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	18	1	PM25	3222	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	18	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	18	1	PM25	897	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	18	1	PM25	622	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	18	1	PM25	2382	0.016	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	18	1	PM25	25	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	18	1	PM25	3	0.029	0.000	0	0	0	0	0	0	0

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	18	1	PM25	259	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	18	1	PM25	383	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	18	1	PM25	3	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	18	1	PM25	229	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	18	1	PM25	865	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	18	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	19	1	PM25	2082	0.014	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	19	1	PM25	2387	0.014	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	19	1	PM25	2691	0.014	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	19	1	PM25	2348	0.014	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	19	1	PM25	2472	0.014	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	19	1	PM25	2393	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	19	1	PM25	2792	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	19	1	PM25	2857	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	19	1	PM25	2872	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	19	1	PM25	2673	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	19	1	PM25	2542	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	19	1	PM25	3059	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	19	1	PM25	3418	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	19	1	PM25	3301	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	19	1	PM25	3404	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	19	1	PM25	271	0.013	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	19	1	PM25	407	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	19	1	PM25	378	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	19	1	PM25	509	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	19	1	PM25	402	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	19	1	PM25	400	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	19	1	PM25	204	0.013	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	19	1	PM25	290	0.013	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	19	1	PM25	1661	0.012	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	19	1	PM25	1416	0.012	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	19	1	PM25	1998	0.012	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	19	1	PM25	1626	0.012	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	19	1	PM25	2149	0.012	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	19	1	PM25	1719	0.012	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	19	1	PM25	2184	0.012	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	19	1	PM25	2174	0.012	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	19	1	PM25	1713	0.012	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	19	1	PM25	1614	0.012	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	19	1	PM25	1155	0.012	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	19	1	PM25	1010	0.012	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	19	1	PM25	1014	0.012	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	19	1	PM25	942	0.012	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	19	1	PM25	526	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	19	1	PM25	540	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	19	1	PM25	556	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	19	1	PM25	556	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	19	1	PM25	636	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	19	1	PM25	632	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	19	1	PM25	739	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	19	1	PM25	579	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	19	1	PM25	535	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	19	1	PM25	682	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	19	1	PM25	568	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	19	1	PM25	839	0.012	0.000	972	90	63	2	3	1	5

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 WB @ 5 AV	2010	Midtown	19	1	PM25	525	0.015	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	19	1	PM25	746	0.015	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	19	1	PM25	734	0.015	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	19	1	PM25	592	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	19	1	PM25	574	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	19	1	PM25	555	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	19	1	PM25	1032	0.012	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	19	1	PM25	965	0.012	0.000	1854	120	72	3	3	1	3
39 EB @ 11 AV	2010	Midtown	19	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	19	1	PM25	1	-0.134	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	19	1	PM25	16	0.004	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	19	1	PM25	493	0.015	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	19	1	PM25	257	0.015	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	19	1	PM25	476	0.015	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	19	1	PM25	721	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	19	1	PM25	508	0.015	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	19	1	PM25	659	0.015	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	19	1	PM25	412	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	19	1	PM25	1638	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	19	1	PM25	1072	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	19	1	PM25	931	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	19	1	PM25	921	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	19	1	PM25	797	0.013	0.000	1288	120	65	3	4	1	3
6 AV @ 31 ST	2010	Midtown	19	1	PM25	2139	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	19	1	PM25	2178	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	19	1	PM25	2101	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	19	1	PM25	1778	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	19	1	PM25	1800	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	19	1	PM25	1929	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	19	1	PM25	1787	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	19	1	PM25	1849	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	19	1	PM25	2154	0.015	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	19	1	PM25	2056	0.015	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	19	1	PM25	2005	0.015	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	19	1	PM25	1764	0.015	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	19	1	PM25	1854	0.015	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	19	1	PM25	2258	0.015	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	19	1	PM25	2002	0.015	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	19	1	PM25	829	0.012	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	19	1	PM25	952	0.012	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	19	1	PM25	1024	0.012	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	19	1	PM25	1024	0.012	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	19	1	PM25	1051	0.012	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	19	1	PM25	1156	0.012	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	19	1	PM25	1268	0.012	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	19	1	PM25	947	0.014	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	19	1	PM25	850	0.014	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	19	1	PM25	823	0.014	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	19	1	PM25	447	0.014	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	19	1	PM25	878	0.014	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	19	1	PM25	375	0.014	0.000	1603	120	90	3	3	1	3
CANAL WB WATTS	2010	Midtown	19	1	PM25	337	0.014	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	19	1	PM25	3236	0.012	0.000	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	19	1	PM25	3787	0.012	0.000	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	19	1	PM25	3904	0.012	0.000	1613	120	37	0	5	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
12 AV NB @ 39 ST	2010	Midtown	19	1	PM25	4021	0.012	0.000	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	19	1	PM25	3118	0.012	0.000	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	19	1	PM25	3082	0.012	0.000	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	19	1	PM25	3037	0.012	0.000	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	19	1	PM25	3256	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	19	1	PM25	3315	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	19	1	PM25	3081	0.012	0.000	1711	120	49	2	4	1	3
9A NB CANAL	2010	Midtown	19	1	PM25	3341	0.012	0.000	1718	120	30	2	5	1	3
9A NB CANAL	2010	Midtown	19	1	PM25	3200	0.012	0.000	1801	120	30	2	4	1	3
9A NB HOUSTON	2010	Midtown	19	1	PM25	3253	0.012	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	19	1	PM25	3417	0.012	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	19	1	PM25	3041	0.012	0.000	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	19	1	PM25	3022	0.012	0.000	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	19	1	PM25	2980	0.012	0.000	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	19	1	PM25	2955	0.012	0.000	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	19	1	PM25	3001	0.012	0.000	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	19	1	PM25	3015	0.012	0.000	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	19	1	PM25	3179	0.012	0.000	1596	120	51	2	5	1	3
9A SB CANAL	2010	Midtown	19	1	PM25	3324	0.012	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	19	1	PM25	3173	0.012	0.000	1722	120	30	2	5	1	3
9A SB VESTRY	2010	Midtown	19	1	PM25	2678	0.012	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	19	1	PM25	2678	0.012	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	19	1	PM25	319	0.014	0.000	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	19	1	PM25	357	0.012	0.000	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2010	Midtown	19	1	PM25	281	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	19	1	PM25	2738	0.012	0.000	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	19	1	PM25	2848	0.012	0.000	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	19	1	PM25	2904	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	19	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	19	1	PM25	505	0.014	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	19	1	PM25	473	0.014	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	19	1	PM25	1608	0.019	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	19	1	PM25	49	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	19	1	PM25	4	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	19	1	PM25	258	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	19	1	PM25	372	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	19	1	PM25	2	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	19	1	PM25	353	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	19	1	PM25	630	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	19	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	20	1	PM25	2226	0.014	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	20	1	PM25	2531	0.014	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	20	1	PM25	2756	0.014	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	20	1	PM25	2458	0.014	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	20	1	PM25	2656	0.014	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	20	1	PM25	2557	0.014	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	20	1	PM25	2977	0.014	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	20	1	PM25	3090	0.014	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	20	1	PM25	2959	0.014	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	20	1	PM25	2773	0.014	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	20	1	PM25	2652	0.014	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	20	1	PM25	3121	0.014	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	20	1	PM25	3479	0.014	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	20	1	PM25	3361	0.014	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	20	1	PM25	3468	0.014	0.000	1259	90	36	2	5	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV NB @ 35 ST	2010	Midtown	20	1	PM25	242	0.014	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	20	1	PM25	357	0.014	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	20	1	PM25	356	0.014	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	20	1	PM25	470	0.014	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	20	1	PM25	360	0.014	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	20	1	PM25	334	0.014	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	20	1	PM25	208	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	20	1	PM25	308	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	20	1	PM25	1924	0.013	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	20	1	PM25	1594	0.013	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	20	1	PM25	2154	0.012	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	20	1	PM25	1729	0.013	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	20	1	PM25	2401	0.012	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	20	1	PM25	1930	0.012	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	20	1	PM25	2520	0.012	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	20	1	PM25	2528	0.012	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	20	1	PM25	1991	0.012	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	20	1	PM25	1903	0.012	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	20	1	PM25	1867	0.012	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	20	1	PM25	1673	0.012	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	20	1	PM25	1666	0.012	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	20	1	PM25	1548	0.012	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	20	1	PM25	561	0.012	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	20	1	PM25	558	0.013	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	20	1	PM25	593	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	20	1	PM25	624	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	20	1	PM25	713	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	20	1	PM25	699	0.012	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	20	1	PM25	798	0.012	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	20	1	PM25	625	0.012	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	20	1	PM25	553	0.013	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	20	1	PM25	732	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	20	1	PM25	535	0.014	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	20	1	PM25	724	0.012	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	20	1	PM25	561	0.013	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	20	1	PM25	768	0.013	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	20	1	PM25	754	0.013	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	20	1	PM25	543	0.014	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	20	1	PM25	521	0.014	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	20	1	PM25	502	0.014	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	20	1	PM25	867	0.012	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	20	1	PM25	707	0.012	0.000	1854	120	72	3	3	1	3
39 EB @ 11 AV	2010	Midtown	20	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	20	1	PM25	406	0.012	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	20	1	PM25	424	0.012	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	20	1	PM25	509	0.012	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	20	1	PM25	263	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	20	1	PM25	603	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	20	1	PM25	859	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	20	1	PM25	620	0.013	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	20	1	PM25	812	0.013	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	20	1	PM25	519	0.013	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	20	1	PM25	2087	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	20	1	PM25	1321	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	20	1	PM25	1089	0.014	0.000	1213	90	54	3	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
42 WB @ Dyer AV	2010	Midtown	20	1	PM25	1118	0.014	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	20	1	PM25	956	0.012	0.000	1288	120	65	3	4	1	3
6 AV @ 31 ST	2010	Midtown	20	1	PM25	2252	0.014	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	20	1	PM25	2287	0.014	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	20	1	PM25	2207	0.014	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	20	1	PM25	1865	0.014	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	20	1	PM25	1888	0.014	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	20	1	PM25	2018	0.014	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	20	1	PM25	1868	0.014	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	20	1	PM25	1926	0.014	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	20	1	PM25	2487	0.015	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	20	1	PM25	2336	0.015	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	20	1	PM25	2322	0.015	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	20	1	PM25	2120	0.014	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	20	1	PM25	2150	0.014	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	20	1	PM25	2579	0.015	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	20	1	PM25	2279	0.015	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	20	1	PM25	881	0.012	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	20	1	PM25	1012	0.012	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	20	1	PM25	1085	0.012	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	20	1	PM25	1092	0.012	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	20	1	PM25	1133	0.012	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	20	1	PM25	1244	0.012	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	20	1	PM25	1378	0.012	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	20	1	PM25	1440	0.014	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	20	1	PM25	1290	0.014	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	20	1	PM25	1245	0.014	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	20	1	PM25	556	0.013	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	20	1	PM25	1053	0.014	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	20	1	PM25	475	0.013	0.000	1603	120	90	3	3	1	3
CANAL WB WATTS	2010	Midtown	20	1	PM25	432	0.013	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	20	1	PM25	3071	0.012	0.000	1719	120	48	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	20	1	PM25	3566	0.012	0.000	1558	120	41	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	20	1	PM25	3675	0.012	0.000	1613	120	37	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	20	1	PM25	3697	0.012	0.000	1671	120	51	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	20	1	PM25	3359	0.012	0.000	1661	120	15	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	20	1	PM25	3397	0.012	0.000	1640	120	51	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	20	1	PM25	3285	0.012	0.000	1700	120	55	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	20	1	PM25	3529	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	20	1	PM25	3567	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	20	1	PM25	3313	0.012	0.000	1711	120	49	2	4	1	3
9A NB CANAL	2010	Midtown	20	1	PM25	3139	0.012	0.000	1718	120	30	2	5	1	3
9A NB CANAL	2010	Midtown	20	1	PM25	3014	0.012	0.000	1801	120	30	2	4	1	3
9A NB HOUSTON	2010	Midtown	20	1	PM25	3116	0.012	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	20	1	PM25	3204	0.012	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	20	1	PM25	2845	0.012	0.000	1804	120	24	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	20	1	PM25	2883	0.012	0.000	1611	120	27	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	20	1	PM25	2843	0.012	0.000	1782	120	47	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	20	1	PM25	2752	0.012	0.000	1647	120	47	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	20	1	PM25	2684	0.012	0.000	1628	120	39	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	20	1	PM25	2722	0.012	0.000	1685	120	42	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	20	1	PM25	2963	0.012	0.000	1596	120	51	2	5	1	3
9A SB CANAL	2010	Midtown	20	1	PM25	3063	0.012	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	20	1	PM25	2924	0.012	0.000	1722	120	30	2	5	1	3
9A SB VESTRY	2010	Midtown	20	1	PM25	2423	0.012	0.000	1814	120	0	2	4	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A SB WATTS	2010	Midtown	20	1	PM25	2423	0.012	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	20	1	PM25	325	0.014	0.000	1658	120	107	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	20	1	PM25	319	0.013	0.000	1728	120	104	2	2	1	3
12 AV SBL @ 44 ST	2010	Midtown	20	1	PM25	346	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	20	1	PM25	2632	0.012	0.000	1801	120	48	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	20	1	PM25	2551	0.012	0.000	1818	120	55	2	3	1	3
12 AV SBT @ 44 ST	2010	Midtown	20	1	PM25	2879	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	20	1	PM25	532	0.012	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	20	1	PM25	723	0.014	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	20	1	PM25	506	0.014	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	20	1	PM25	3329	0.020	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	20	1	PM25	38	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	20	1	PM25	2	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	20	1	PM25	157	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	20	1	PM25	525	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	20	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	20	1	PM25	176	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	20	1	PM25	470	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	20	1	PM25	1100	0.020	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	21	1	PM25	2149	0.013	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	21	1	PM25	2337	0.013	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	21	1	PM25	2538	0.013	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	21	1	PM25	2311	0.013	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	21	1	PM25	2491	0.013	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	21	1	PM25	2310	0.014	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	21	1	PM25	2472	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	21	1	PM25	2232	0.014	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	21	1	PM25	2932	0.014	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	21	1	PM25	2448	0.014	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	21	1	PM25	2517	0.014	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	21	1	PM25	3030	0.014	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	21	1	PM25	2789	0.014	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	21	1	PM25	2695	0.014	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	21	1	PM25	2779	0.014	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	21	1	PM25	115	0.014	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	21	1	PM25	204	0.014	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	21	1	PM25	151	0.014	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	21	1	PM25	243	0.014	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	21	1	PM25	166	0.014	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	21	1	PM25	277	0.014	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	21	1	PM25	161	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	21	1	PM25	243	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	21	1	PM25	1125	0.013	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	21	1	PM25	981	0.013	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	21	1	PM25	1349	0.012	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	21	1	PM25	1201	0.012	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	21	1	PM25	1399	0.012	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	21	1	PM25	1304	0.012	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	21	1	PM25	1486	0.012	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	21	1	PM25	1369	0.012	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	21	1	PM25	2104	0.012	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	21	1	PM25	2014	0.012	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	21	1	PM25	1821	0.012	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	21	1	PM25	1977	0.012	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	21	1	PM25	1930	0.012	0.000	1369	90	27	2	5	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 45 ST	2010	Midtown	21	1	PM25	1808	0.012	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	21	1	PM25	570	0.012	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	21	1	PM25	432	0.013	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	21	1	PM25	538	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	21	1	PM25	771	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	21	1	PM25	717	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	21	1	PM25	910	0.012	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	21	1	PM25	1006	0.012	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	21	1	PM25	832	0.012	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	21	1	PM25	432	0.013	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	21	1	PM25	655	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	21	1	PM25	608	0.013	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	21	1	PM25	606	0.013	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	21	1	PM25	645	0.013	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	21	1	PM25	793	0.013	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	21	1	PM25	825	0.013	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	21	1	PM25	977	0.014	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	21	1	PM25	901	0.014	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	21	1	PM25	563	0.014	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	21	1	PM25	691	0.013	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	21	1	PM25	691	0.013	0.000	1737	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	21	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	21	1	PM25	396	0.012	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	21	1	PM25	239	0.012	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	21	1	PM25	487	0.012	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	21	1	PM25	274	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	21	1	PM25	465	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	21	1	PM25	580	0.013	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	21	1	PM25	655	0.013	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	21	1	PM25	664	0.013	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	21	1	PM25	491	0.013	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	21	1	PM25	865	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	21	1	PM25	717	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	21	1	PM25	666	0.014	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	21	1	PM25	469	0.014	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	21	1	PM25	641	0.012	0.000	1270	120	59	3	4	1	3
6 AV @ 31 ST	2010	Midtown	21	1	PM25	2523	0.014	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	21	1	PM25	2536	0.014	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	21	1	PM25	2449	0.014	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	21	1	PM25	1915	0.014	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	21	1	PM25	2121	0.014	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	21	1	PM25	2255	0.014	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	21	1	PM25	2089	0.014	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	21	1	PM25	2135	0.014	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	21	1	PM25	2147	0.014	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	21	1	PM25	2449	0.014	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	21	1	PM25	2011	0.014	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	21	1	PM25	2124	0.014	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	21	1	PM25	2586	0.014	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	21	1	PM25	3004	0.014	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	21	1	PM25	1727	0.014	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	21	1	PM25	871	0.012	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	21	1	PM25	1000	0.012	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	21	1	PM25	1075	0.012	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	21	1	PM25	536	0.012	0.000	1334	90	64	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
BWY @ 35 ST	2010	Midtown	21	1	PM25	1158	0.012	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	21	1	PM25	1269	0.012	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	21	1	PM25	1433	0.012	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	21	1	PM25	1776	0.014	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	21	1	PM25	1579	0.014	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	21	1	PM25	1521	0.014	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	21	1	PM25	673	0.013	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	21	1	PM25	1255	0.013	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	21	1	PM25	459	0.013	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	21	1	PM25	530	0.013	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	21	1	PM25	2562	0.012	0.000	1695	120	55	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	21	1	PM25	3376	0.012	0.000	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	21	1	PM25	3474	0.012	0.000	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	21	1	PM25	2567	0.012	0.000	1573	120	53	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	21	1	PM25	2558	0.012	0.000	1465	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	21	1	PM25	2502	0.012	0.000	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	21	1	PM25	2311	0.012	0.000	1672	120	61	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	21	1	PM25	3199	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	21	1	PM25	2851	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	21	1	PM25	2954	0.012	0.000	1713	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	21	1	PM25	3036	0.012	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	21	1	PM25	2772	0.012	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	21	1	PM25	3424	0.012	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	21	1	PM25	3424	0.012	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	21	1	PM25	2105	0.012	0.000	1785	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	21	1	PM25	2117	0.012	0.000	1655	120	43	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	21	1	PM25	2088	0.012	0.000	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	21	1	PM25	1928	0.012	0.000	1609	120	50	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	21	1	PM25	2026	0.012	0.000	1621	120	53	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	21	1	PM25	2026	0.012	0.000	1749	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	21	1	PM25	2598	0.012	0.000	1572	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	21	1	PM25	2353	0.012	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	21	1	PM25	2270	0.012	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	21	1	PM25	2046	0.012	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	21	1	PM25	2046	0.012	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	21	1	PM25	238	0.014	0.000	1465	120	100	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	21	1	PM25	431	0.012	0.000	1745	120	98	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	21	1	PM25	343	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	21	1	PM25	1918	0.012	0.000	1801	120	55	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	21	1	PM25	1825	0.012	0.000	1801	120	61	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	21	1	PM25	2372	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	21	1	PM25	177	0.012	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	21	1	PM25	796	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	21	1	PM25	913	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	21	1	PM25	3196	0.021	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	21	1	PM25	10	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	21	1	PM25	1	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	21	1	PM25	95	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	21	1	PM25	215	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	21	1	PM25	4	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	21	1	PM25	50	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	21	1	PM25	320	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	21	1	PM25	987	0.021	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	22	1	PM25	1647	0.016	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	22	1	PM25	1858	0.016	0.000	1263	90	37	2	4	1	4

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PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
10 AV NB @ 34 ST	2010	Midtown	22	1	PM25	2096	0.016	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	22	1	PM25	1825	0.016	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	22	1	PM25	1945	0.016	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	22	1	PM25	1900	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	22	1	PM25	2225	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	22	1	PM25	2318	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	22	1	PM25	2332	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	22	1	PM25	2169	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	22	1	PM25	2250	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	22	1	PM25	2454	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	22	1	PM25	2528	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	22	1	PM25	2440	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	22	1	PM25	2520	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	22	1	PM25	109	0.019	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	22	1	PM25	157	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	22	1	PM25	145	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	22	1	PM25	197	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	22	1	PM25	161	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	22	1	PM25	160	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	22	1	PM25	144	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	22	1	PM25	211	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	22	1	PM25	1352	0.014	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	22	1	PM25	1145	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	22	1	PM25	1573	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	22	1	PM25	1254	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	22	1	PM25	1735	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	22	1	PM25	1355	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	22	1	PM25	1788	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	22	1	PM25	1779	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	22	1	PM25	1332	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	22	1	PM25	1296	0.013	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	22	1	PM25	1528	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	22	1	PM25	1359	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	22	1	PM25	1367	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	22	1	PM25	1261	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	22	1	PM25	369	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	22	1	PM25	409	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	22	1	PM25	434	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	22	1	PM25	434	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	22	1	PM25	512	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	22	1	PM25	466	0.012	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	22	1	PM25	538	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	22	1	PM25	410	0.012	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	22	1	PM25	405	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	22	1	PM25	548	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	22	1	PM25	417	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	22	1	PM25	620	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	22	1	PM25	502	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	22	1	PM25	725	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	22	1	PM25	705	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	22	1	PM25	436	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	22	1	PM25	425	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	22	1	PM25	410	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	22	1	PM25	810	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	22	1	PM25	640	0.014	0.000	1737	120	65	3	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
39 EB @ 11 AV	2010	Midtown	22	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	22	1	PM25	270	0.013	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	22	1	PM25	220	0.012	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	22	1	PM25	286	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	22	1	PM25	144	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	22	1	PM25	579	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	22	1	PM25	947	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	22	1	PM25	645	0.013	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	22	1	PM25	843	0.013	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	22	1	PM25	481	0.013	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	22	1	PM25	1901	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	22	1	PM25	1139	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	22	1	PM25	973	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	22	1	PM25	972	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	22	1	PM25	888	0.014	0.000	1270	120	59	3	4	1	3
6 AV @ 31 ST	2010	Midtown	22	1	PM25	2495	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	22	1	PM25	2530	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	22	1	PM25	2438	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	22	1	PM25	2084	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	22	1	PM25	2111	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	22	1	PM25	2266	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	22	1	PM25	2093	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	22	1	PM25	2171	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	22	1	PM25	2011	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	22	1	PM25	1910	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	22	1	PM25	1885	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	22	1	PM25	2109	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	22	1	PM25	2191	0.018	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	22	1	PM25	2669	0.018	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	22	1	PM25	2363	0.018	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	22	1	PM25	841	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	22	1	PM25	967	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	22	1	PM25	1047	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	22	1	PM25	1047	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	22	1	PM25	1075	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	22	1	PM25	1183	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	22	1	PM25	1295	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	22	1	PM25	1816	0.023	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	22	1	PM25	1615	0.023	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	22	1	PM25	1557	0.023	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	22	1	PM25	683	0.023	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	22	1	PM25	1399	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	22	1	PM25	563	0.023	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	22	1	PM25	501	0.023	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	22	1	PM25	2746	0.012	0.000	1695	120	55	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	22	1	PM25	3209	0.012	0.000	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	22	1	PM25	3311	0.012	0.000	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	22	1	PM25	3414	0.012	0.000	1573	120	53	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	22	1	PM25	3035	0.012	0.000	1465	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	22	1	PM25	3000	0.012	0.000	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	22	1	PM25	2984	0.012	0.000	1672	120	61	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	22	1	PM25	3218	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	22	1	PM25	3270	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	22	1	PM25	3027	0.012	0.000	1713	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	22	1	PM25	2298	0.013	0.000	1687	120	28	2	5	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
9A NB CANAL	2010	Midtown	22	1	PM25	2204	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	22	1	PM25	2223	0.013	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	22	1	PM25	2352	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	22	1	PM25	1801	0.013	0.000	1785	120	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	22	1	PM25	1814	0.013	0.000	1655	120	43	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	22	1	PM25	1787	0.013	0.000	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	22	1	PM25	1782	0.012	0.000	1609	120	50	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	22	1	PM25	2075	0.012	0.000	1621	120	53	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	22	1	PM25	2107	0.012	0.000	1749	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	22	1	PM25	2222	0.012	0.000	1572	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	22	1	PM25	2415	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	22	1	PM25	2306	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	22	1	PM25	1969	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	22	1	PM25	1969	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	22	1	PM25	192	0.018	0.000	1465	120	100	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	22	1	PM25	244	0.012	0.000	1745	120	98	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	22	1	PM25	209	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	22	1	PM25	1643	0.013	0.000	1801	120	55	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	22	1	PM25	2000	0.012	0.000	1801	120	61	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	22	1	PM25	2145	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	22	1	PM25	568	0.013	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	22	1	PM25	916	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	22	1	PM25	895	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	22	1	PM25	3557	0.021	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	22	1	PM25	8	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	22	1	PM25	2	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	22	1	PM25	86	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	22	1	PM25	234	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	22	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	22	1	PM25	13	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	22	1	PM25	284	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	22	1	PM25	892	0.021	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	23	1	PM25	1508	0.016	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	23	1	PM25	1723	0.016	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	23	1	PM25	1942	0.016	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	23	1	PM25	1689	0.016	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	23	1	PM25	1798	0.016	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	23	1	PM25	1746	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	23	1	PM25	2042	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	23	1	PM25	2340	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	23	1	PM25	2357	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	23	1	PM25	2191	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	23	1	PM25	2286	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	23	1	PM25	2494	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	23	1	PM25	2709	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	23	1	PM25	2616	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	23	1	PM25	2700	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	23	1	PM25	102	0.019	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	23	1	PM25	146	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	23	1	PM25	135	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	23	1	PM25	184	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	23	1	PM25	151	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	23	1	PM25	148	0.015	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	23	1	PM25	141	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	23	1	PM25	206	0.012	0.000	1317	90	27	2	2	1	4

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PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
11 AV SB @ 30 ST	2010	Midtown	23	1	PM25	1350	0.014	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	23	1	PM25	1145	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	23	1	PM25	1571	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	23	1	PM25	1255	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	23	1	PM25	1730	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	23	1	PM25	1347	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	23	1	PM25	1777	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	23	1	PM25	1770	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	23	1	PM25	1330	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	23	1	PM25	1297	0.013	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	23	1	PM25	1395	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	23	1	PM25	1240	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	23	1	PM25	1249	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	23	1	PM25	1151	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	23	1	PM25	362	0.013	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	23	1	PM25	404	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	23	1	PM25	404	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	23	1	PM25	404	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	23	1	PM25	472	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	23	1	PM25	459	0.013	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	23	1	PM25	532	0.013	0.000	1204	90	55	2	3	1	3
34 EB @ DYER AV	2010	Midtown	23	1	PM25	406	0.013	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	23	1	PM25	399	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	23	1	PM25	509	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	23	1	PM25	382	0.015	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	23	1	PM25	565	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	23	1	PM25	448	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	23	1	PM25	645	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	23	1	PM25	632	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	23	1	PM25	401	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	23	1	PM25	389	0.015	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	23	1	PM25	376	0.015	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	23	1	PM25	733	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	23	1	PM25	585	0.014	0.000	1737	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	23	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	23	1	PM25	294	0.013	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	23	1	PM25	233	0.013	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	23	1	PM25	319	0.013	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	23	1	PM25	157	0.013	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	23	1	PM25	546	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	23	1	PM25	887	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	23	1	PM25	606	0.013	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	23	1	PM25	789	0.013	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	23	1	PM25	452	0.013	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	23	1	PM25	2193	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	23	1	PM25	1315	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	23	1	PM25	1124	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	23	1	PM25	1122	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	23	1	PM25	1026	0.014	0.000	1270	120	59	3	4	1	3
6 AV @ 31 ST	2010	Midtown	23	1	PM25	2359	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	23	1	PM25	2397	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	23	1	PM25	2311	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	23	1	PM25	1967	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	23	1	PM25	1992	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	23	1	PM25	2138	0.015	0.000	1279	90	45	2	5	1	4

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
6 AV @ 37 ST	2010	Midtown	23	1	PM25	1976	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	23	1	PM25	2049	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	23	1	PM25	1931	0.018	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	23	1	PM25	1839	0.018	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	23	1	PM25	1801	0.018	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	23	1	PM25	2185	0.018	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	23	1	PM25	2266	0.018	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	23	1	PM25	2765	0.018	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	23	1	PM25	2447	0.018	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	23	1	PM25	764	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	23	1	PM25	878	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	23	1	PM25	950	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	23	1	PM25	950	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	23	1	PM25	975	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	23	1	PM25	1073	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	23	1	PM25	1175	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	23	1	PM25	1750	0.023	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	23	1	PM25	1557	0.023	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	23	1	PM25	1500	0.023	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	23	1	PM25	610	0.023	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	23	1	PM25	1246	0.023	0.000	1505	90	32	2	3	1	3
CANAL WB 9A	2010	Midtown	23	1	PM25	503	0.023	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	23	1	PM25	447	0.023	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	23	1	PM25	2493	0.012	0.000	1695	120	55	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	23	1	PM25	2916	0.012	0.000	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	23	1	PM25	3008	0.012	0.000	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	23	1	PM25	3101	0.012	0.000	1573	120	53	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	23	1	PM25	2858	0.012	0.000	1465	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	23	1	PM25	2824	0.012	0.000	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	23	1	PM25	2809	0.012	0.000	1672	120	61	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	23	1	PM25	3029	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	23	1	PM25	3082	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	23	1	PM25	2853	0.012	0.000	1713	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	23	1	PM25	1947	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	23	1	PM25	1866	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	23	1	PM25	1884	0.013	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	23	1	PM25	1992	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	23	1	PM25	1838	0.013	0.000	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	23	1	PM25	1851	0.013	0.000	1655	120	43	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	23	1	PM25	1825	0.013	0.000	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	23	1	PM25	1818	0.012	0.000	1609	120	50	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	23	1	PM25	1906	0.012	0.000	1621	120	53	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	23	1	PM25	1932	0.012	0.000	1749	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	23	1	PM25	2036	0.012	0.000	1572	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	23	1	PM25	2275	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	23	1	PM25	2172	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	23	1	PM25	1851	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	23	1	PM25	1851	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	23	1	PM25	196	0.018	0.000	1465	120	100	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	23	1	PM25	226	0.012	0.000	1745	120	98	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	23	1	PM25	198	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	23	1	PM25	1677	0.013	0.000	1801	120	55	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	23	1	PM25	1833	0.012	0.000	1801	120	61	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	23	1	PM25	2034	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	23	1	PM25	115	0.013	0.000	0	0	0	0	0	0	0

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	23	1	PM25	1167	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	23	1	PM25	1010	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	23	1	PM25	3516	0.021	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	23	1	PM25	11	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	23	1	PM25	3	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	23	1	PM25	122	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	23	1	PM25	177	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	23	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	23	1	PM25	0	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	23	1	PM25	205	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	23	1	PM25	1018	0.021	0.000	0	0	0	0	0	0	0
10 AV NB @ 31 ST	2010	Midtown	24	1	PM25	1511	0.016	0.000	1225	90	35	2	5	1	4
10 AV NB @ 33 ST	2010	Midtown	24	1	PM25	1699	0.016	0.000	1263	90	37	2	4	1	4
10 AV NB @ 34 ST	2010	Midtown	24	1	PM25	1868	0.016	0.000	1270	90	35	2	5	1	3
10 AV NB @ 35 ST	2010	Midtown	24	1	PM25	1692	0.016	0.000	1246	90	35	2	5	1	4
10 AV NB @ 36 ST	2010	Midtown	24	1	PM25	1842	0.016	0.000	1218	90	35	2	5	1	4
10 AV NB @ 37 ST	2010	Midtown	24	1	PM25	1786	0.013	0.000	1280	90	37	2	6	1	4
10 AV NB @ 38 ST	2010	Midtown	24	1	PM25	2113	0.013	0.000	1342	90	35	2	6	1	4
10 AV NB @ 39 ST	2010	Midtown	24	1	PM25	2301	0.013	0.000	1443	90	40	2	6	1	4
10 AV NB @ 40 ST	2010	Midtown	24	1	PM25	2227	0.013	0.000	1331	90	41	2	6	1	4
10 AV NB @ 41 ST	2010	Midtown	24	1	PM25	2135	0.013	0.000	1415	90	50	2	6	1	3
10 AV NB @ 42 ST	2010	Midtown	24	1	PM25	2186	0.013	0.000	1304	90	40	2	4	1	4
10 AV NB @ 43 ST	2010	Midtown	24	1	PM25	2340	0.013	0.000	1285	90	40	2	5	1	4
10 AV NB @ 44 ST	2010	Midtown	24	1	PM25	2625	0.013	0.000	1273	90	35	2	5	1	4
10 AV NB @ 45 ST	2010	Midtown	24	1	PM25	2540	0.013	0.000	1265	90	36	2	5	1	4
10 AV NB @ 46 ST	2010	Midtown	24	1	PM25	2617	0.013	0.000	1259	90	36	2	5	1	4
11 AV NB @ 35 ST	2010	Midtown	24	1	PM25	97	0.019	0.000	1441	90	45	2	3	1	3
11 AV NB @ 36 ST	2010	Midtown	24	1	PM25	157	0.015	0.000	1293	90	27	2	3	1	3
11 AV NB @ 37 ST	2010	Midtown	24	1	PM25	137	0.015	0.000	1329	90	27	2	2	1	3
11 AV NB @ 38 ST	2010	Midtown	24	1	PM25	172	0.015	0.000	1391	90	27	2	3	1	3
11 AV NB @ 39 ST	2010	Midtown	24	1	PM25	123	0.015	0.000	1320	90	36	2	3	1	3
11 AV NB @ 40 ST	2010	Midtown	24	1	PM25	109	0.014	0.000	1137	90	27	2	3	1	3
11 AV NB @ 45 ST	2010	Midtown	24	1	PM25	211	0.012	0.000	1343	90	27	2	3	1	4
11 AV NB @ 46 ST	2010	Midtown	24	1	PM25	291	0.012	0.000	1317	90	27	2	2	1	4
11 AV SB @ 30 ST	2010	Midtown	24	1	PM25	1399	0.014	0.000	1356	90	45	2	4	1	3
11 AV SB @ 33 ST	2010	Midtown	24	1	PM25	1165	0.014	0.000	1343	90	30	2	4	1	3
11 AV SB @ 34 ST	2010	Midtown	24	1	PM25	1639	0.013	0.000	1333	90	27	2	4	1	4
11 AV SB @ 35 ST	2010	Midtown	24	1	PM25	1326	0.014	0.000	1430	90	45	2	5	1	3
11 AV SB @ 36 ST	2010	Midtown	24	1	PM25	1838	0.013	0.000	1217	90	27	2	5	1	3
11 AV SB @ 37 ST	2010	Midtown	24	1	PM25	1484	0.013	0.000	1419	90	27	2	4	1	3
11 AV SB @ 38 ST	2010	Midtown	24	1	PM25	1915	0.013	0.000	1309	90	27	2	4	1	3
11 AV SB @ 39 ST	2010	Midtown	24	1	PM25	1847	0.013	0.000	1370	90	36	2	4	1	3
11 AV SB @ 40 ST	2010	Midtown	24	1	PM25	1466	0.013	0.000	1389	90	27	2	7	1	3
11 AV SB @ 41 ST	2010	Midtown	24	1	PM25	1330	0.013	0.000	1395	90	36	2	6	1	3
11 AV SB @ 42 ST	2010	Midtown	24	1	PM25	1306	0.013	0.000	1395	90	50	2	5	1	4
11 AV SB @ 43 ST	2010	Midtown	24	1	PM25	1158	0.013	0.000	1389	90	27	2	5	1	4
11 AV SB @ 44 ST	2010	Midtown	24	1	PM25	1163	0.013	0.000	1369	90	27	2	5	1	4
11 AV SB @ 45 ST	2010	Midtown	24	1	PM25	1074	0.013	0.000	1381	90	27	2	3	1	4
34 EB @ 10 AV	2010	Midtown	24	1	PM25	371	0.012	0.000	1156	90	55	2	3	1	3
34 EB @ 11 AV	2010	Midtown	24	1	PM25	388	0.014	0.000	1041	90	63	2	3	1	5
34 EB @ 5 AV	2010	Midtown	24	1	PM25	346	0.013	0.000	1069	90	45	2	3	1	3
34 EB @ 6 AV	2010	Midtown	24	1	PM25	364	0.013	0.000	1165	90	58	2	3	1	3
34 EB @ 7 AV	2010	Midtown	24	1	PM25	416	0.013	0.000	1254	90	49	3	3	1	3
34 EB @ 8 AV	2010	Midtown	24	1	PM25	483	0.012	0.000	880	90	45	2	2	1	5
34 EB @ 9 AV	2010	Midtown	24	1	PM25	539	0.012	0.000	1204	90	55	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
34 EB @ DYER AV	2010	Midtown	24	1	PM25	407	0.012	0.000	1208	90	21	2	2	1	3
34 EB @ JJCC	2010	Midtown	24	1	PM25	385	0.014	0.000	1452	120	23	2	3	1	3
34 EB @ MADISON AV	2010	Midtown	24	1	PM25	429	0.013	0.000	1134	90	50	2	2	1	3
34 WB @ 10 AV	2010	Midtown	24	1	PM25	405	0.014	0.000	1123	90	55	2	3	1	3
34 WB @ 11 AV	2010	Midtown	24	1	PM25	508	0.014	0.000	972	90	63	2	3	1	5
34 WB @ 5 AV	2010	Midtown	24	1	PM25	444	0.014	0.000	1099	90	45	2	3	1	3
34 WB @ 6 AV	2010	Midtown	24	1	PM25	631	0.014	0.000	1176	90	58	2	3	1	3
34 WB @ 7 AV	2010	Midtown	24	1	PM25	614	0.014	0.000	1029	90	49	3	3	1	3
34 WB @ 8 AV	2010	Midtown	24	1	PM25	415	0.015	0.000	1090	90	45	2	3	1	3
34 WB @ 9 AV	2010	Midtown	24	1	PM25	420	0.014	0.000	1291	90	40	2	3	1	3
34 WB @ DYER AV	2010	Midtown	24	1	PM25	404	0.014	0.000	1219	90	58	2	3	1	3
34 WB @ JJCC	2010	Midtown	24	1	PM25	725	0.014	0.000	1452	120	23	2	3	1	3
34 WB @ 12 AV	2010	Midtown	24	1	PM25	560	0.014	0.000	1737	120	65	3	3	1	3
39 EB @ 11 AV	2010	Midtown	24	1	PM25	0	0.000	0.000	959	90	54	2	1	1	3
39 WB @ 10 AV	2010	Midtown	24	1	PM25	413	0.012	0.000	1462	90	50	2	3	1	3
39 WB @ 11 AV	2010	Midtown	24	1	PM25	309	0.012	0.000	1128	90	54	2	2	1	3
39 WB @ 8 AV	2010	Midtown	24	1	PM25	296	0.012	0.000	1031	90	45	2	2	1	3
39 WB @ 9 AV	2010	Midtown	24	1	PM25	193	0.012	0.000	1267	90	55	2	2	1	3
42 EB @ 10 AV	2010	Midtown	24	1	PM25	359	0.013	0.000	737	90	57	2	2	1	3
42 EB @ 11 AV	2010	Midtown	24	1	PM25	546	0.012	0.000	1125	90	52	2	3	1	3
42 EB @ 8 AV	2010	Midtown	24	1	PM25	413	0.013	0.000	1163	90	40	2	3	1	5
42 EB @ 9 AV	2010	Midtown	24	1	PM25	552	0.013	0.000	1126	90	54	3	3	1	3
42 EB @ Dyer AV	2010	Midtown	24	1	PM25	309	0.013	0.000	1285	90	51	2	3	1	3
42 WB @ 10 AV	2010	Midtown	24	1	PM25	1995	0.012	0.000	1103	90	57	2	3	1	3
42 WB @ 11 AV	2010	Midtown	24	1	PM25	1208	0.012	0.000	1323	90	40	2	3	1	3
42 WB @ 9 AV	2010	Midtown	24	1	PM25	1020	0.015	0.000	1213	90	54	3	3	1	3
42 WB @ Dyer AV	2010	Midtown	24	1	PM25	1033	0.015	0.000	1285	90	51	2	3	1	3
42 WB @ 12 AV	2010	Midtown	24	1	PM25	1073	0.014	0.000	1270	120	59	3	4	1	3
6 AV @ 31 ST	2010	Midtown	24	1	PM25	2255	0.015	0.000	1275	90	44	2	4	1	4
6 AV @ 32 ST	2010	Midtown	24	1	PM25	2286	0.015	0.000	1304	90	44	2	4	1	4
6 AV @ 33 ST	2010	Midtown	24	1	PM25	2203	0.015	0.000	1456	90	44	8	5	1	3
6 AV @ 34 ST	2010	Midtown	24	1	PM25	1886	0.015	0.000	1543	90	58	3	4	1	3
6 AV @ 35 ST	2010	Midtown	24	1	PM25	1910	0.015	0.000	1414	90	40	2	4	1	4
6 AV @ 36 ST	2010	Midtown	24	1	PM25	2050	0.015	0.000	1279	90	45	2	5	1	4
6 AV @ 37 ST	2010	Midtown	24	1	PM25	1894	0.015	0.000	1294	90	45	2	5	1	4
6 AV @ 38 ST	2010	Midtown	24	1	PM25	1965	0.015	0.000	1282	90	40	2	5	1	4
9 AVE SB 30 ST	2010	Midtown	24	1	PM25	2262	0.017	0.000	1370	90	41	2	6	1	4
9 AVE SB 31 ST	2010	Midtown	24	1	PM25	2112	0.017	0.000	1252	90	35	2	5	1	4
9 AVE SB 33 ST	2010	Midtown	24	1	PM25	2093	0.017	0.000	1345	90	35	2	5	1	4
9 AVE SB 34 ST	2010	Midtown	24	1	PM25	2248	0.017	0.000	1238	90	50	2	5	1	4
9 AVE SB 35 ST	2010	Midtown	24	1	PM25	2312	0.017	0.000	1227	90	35	2	5	1	4
9 AVE SB 36 ST	2010	Midtown	24	1	PM25	2806	0.017	0.000	1257	90	35	2	5	1	4
9 AVE SB 37 ST	2010	Midtown	24	1	PM25	2480	0.017	0.000	1241	90	35	2	5	1	4
BWY @ 30 ST	2010	Midtown	24	1	PM25	804	0.014	0.000	1365	90	44	2	2	1	3
BWY @ 31 ST	2010	Midtown	24	1	PM25	923	0.014	0.000	1221	90	44	2	2	1	3
BWY @ 33 ST	2010	Midtown	24	1	PM25	998	0.014	0.000	1516	90	46	2	2	1	3
BWY @ 34 ST	2010	Midtown	24	1	PM25	1004	0.014	0.000	1334	90	64	2	3	1	3
BWY @ 35 ST	2010	Midtown	24	1	PM25	1024	0.014	0.000	1194	90	62	2	3	1	3
BWY @ 36 ST	2010	Midtown	24	1	PM25	1124	0.014	0.000	1236	90	55	2	4	1	3
BWY @ 37 ST	2010	Midtown	24	1	PM25	1241	0.014	0.000	1200	90	50	2	5	1	3
CANAL EB GREENWICH	2010	Midtown	24	1	PM25	1719	0.023	0.000	1279	120	45	2	4	1	3
CANAL EB HUDSON	2010	Midtown	24	1	PM25	1533	0.023	0.000	1532	90	32	2	3	1	3
CANAL EB WATTS	2010	Midtown	24	1	PM25	1478	0.023	0.000	1404	120	30	2	3	1	3
CANAL WB GREENWICH	2010	Midtown	24	1	PM25	568	0.023	0.000	1535	120	45	2	2	1	3
CANAL WB HUDSON	2010	Midtown	24	1	PM25	1161	0.023	0.000	1505	90	32	2	3	1	3

Table T10-3
PM 2.5 Annual 2010 Proposed Alternative with Mitigation Tier 2

CAL3QHC Input Matrix

Link Description	Analysis Year	Location	Time Period	Scenario	Pollutant	Total Volume	CompEmission	Idle Emission	SFR per lane	Cycle	Red Time	Lost time	# Lanes	Signal Type	Arrival Type
CANAL WB 9A	2010	Midtown	24	1	PM25	467	0.023	0.000	1354	120	92	3	3	1	3
CANAL WB WATTS	2010	Midtown	24	1	PM25	416	0.023	0.000	1679	120	30	2	2	1	3
12 AV NB @ 34 ST	2010	Midtown	24	1	PM25	2197	0.012	0.000	1695	120	55	2	5	1	3
12 AV NB @ 36 ST	2010	Midtown	24	1	PM25	2554	0.012	0.000	1558	120	57	0	4	1	3
12 AV NB @ 37 ST	2010	Midtown	24	1	PM25	2635	0.012	0.000	1597	120	47	0	5	1	3
12 AV NB @ 39 ST	2010	Midtown	24	1	PM25	2733	0.012	0.000	1573	120	53	2	5	1	3
12 AV NB @ 40 ST	2010	Midtown	24	1	PM25	2512	0.012	0.000	1465	120	17	3	6	1	3
12 AV NB @ 41 ST	2010	Midtown	24	1	PM25	2442	0.012	0.000	1640	120	67	0	5	1	5
12 AV NB @ 42 ST	2010	Midtown	24	1	PM25	2299	0.012	0.000	1672	120	61	2	5	1	5
12 AV NB @ 43 ST	2010	Midtown	24	1	PM25	2642	0.012	0.000	1629	120	35	2	5	1	3
12 AV NB @ 44 ST	2010	Midtown	24	1	PM25	2723	0.012	0.000	1748	120	35	2	4	1	5
12 AV NB @ 46 ST	2010	Midtown	24	1	PM25	2510	0.012	0.000	1713	120	50	2	4	1	5
9A NB CANAL	2010	Midtown	24	1	PM25	1547	0.013	0.000	1687	120	28	2	5	1	3
9A NB CANAL	2010	Midtown	24	1	PM25	1482	0.013	0.000	1766	120	28	2	4	1	3
9A NB HOUSTON	2010	Midtown	24	1	PM25	1496	0.013	0.000	1806	120	39	2	5	1	3
9A NB WATTS	2010	Midtown	24	1	PM25	1583	0.013	0.000	1742	120	38	2	4	1	3
12 AV SB @ 30 ST	2010	Midtown	24	1	PM25	1545	0.013	0.000	1785	90	30	2	4	1	3
12 AV SB @ 36 ST	2010	Midtown	24	1	PM25	1567	0.013	0.000	1655	120	43	2	3	1	3
12 AV SB @ 37 ST	2010	Midtown	24	1	PM25	1545	0.013	0.000	1611	120	53	2	3	1	3
12 AV SB @ 39 ST	2010	Midtown	24	1	PM25	1525	0.012	0.000	1609	120	50	2	4	1	3
12 AV SB @ 40 ST	2010	Midtown	24	1	PM25	1648	0.012	0.000	1621	120	53	2	5	1	3
12 AV SB @ 41 ST	2010	Midtown	24	1	PM25	1693	0.012	0.000	1749	120	53	2	3	1	5
12 AV SB @ 43 ST	2010	Midtown	24	1	PM25	1756	0.012	0.000	1572	120	50	2	5	1	3
9A SB CANAL	2010	Midtown	24	1	PM25	2439	0.013	0.000	1717	120	1	2	5	1	3
9A SB CANAL	2010	Midtown	24	1	PM25	2335	0.013	0.000	1722	120	28	2	5	1	3
9A SB VESTRY	2010	Midtown	24	1	PM25	1951	0.013	0.000	1814	120	0	2	4	1	3
9A SB WATTS	2010	Midtown	24	1	PM25	1951	0.013	0.000	1837	120	38	2	3	1	3
12 AV SBL @ 34 ST	2010	Midtown	24	1	PM25	178	0.018	0.000	1465	120	100	2	2	1	3
12 AV SBL @ 42 ST	2010	Midtown	24	1	PM25	183	0.012	0.000	1745	120	98	2	2	1	5
12 AV SBL @ 44 ST	2010	Midtown	24	1	PM25	177	0.012	0.000	1652	120	85	3	1	1	3
12 AV SBT @ 34 ST	2010	Midtown	24	1	PM25	1390	0.013	0.000	1801	120	55	2	3	1	3
12 AV SBT @ 42 ST	2010	Midtown	24	1	PM25	1586	0.012	0.000	1801	120	61	2	3	1	5
12 AV SBT @ 44 ST	2010	Midtown	24	1	PM25	1676	0.012	0.000	1766	120	35	2	4	1	3
LINCOLN TUNNEL 39ST ON RAMP	2010	Midtown	24	1	PM25	137	0.012	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL 40ST RT TO GALVIN PLZ	2010	Midtown	24	1	PM25	719	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL GALVIN PLZ SB	2010	Midtown	24	1	PM25	962	0.017	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL NORTH PORTAL	2010	Midtown	24	1	PM25	3056	0.020	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-92 BUS RAMP #1	2010	Midtown	24	1	PM25	5	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-94 BUS RAMP	2010	Midtown	24	1	PM25	2	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-95 BUS RAMP	2010	Midtown	24	1	PM25	140	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-96 BUS RAMP #1	2010	Midtown	24	1	PM25	134	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-97 BUS RAMP	2010	Midtown	24	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-98 BUS RAMP #1	2010	Midtown	24	1	PM25	5	0.000	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL R-99 BUS RAMP (TO TUNNEL)	2010	Midtown	24	1	PM25	194	0.029	0.000	0	0	0	0	0	0	0
LINCOLN TUNNEL RAMP A (39TH ST UNDERPASS)	2010	Midtown	24	1	PM25	1042	0.020	0.000	0	0	0	0	0	0	0

Table T10-4

Existing Conditions – Maximum 24-Hour and Annual PM_{10} Levels					
Site	**Site Description**	**24-Hr Maximum Impact**	**24 Hour Total Concentration**	**Annual Maximum Impact**	**Annual Total Concentration**
2	**Route 9A @ 42nd Street**	36.50	79.50	13.35	34.35
3	**9A & W 34th ST**	38.24	81.24	15.49	36.49
5	**11 Ave & 42nd St**	25.95	68.95	9.89	30.89
6	**11 Ave & 34TH St**	25.05	68.05	8.88	29.88
7	**10th Ave & 34th Street**	36.77	79.77	12.41	33.41
8	**10 Ave & 39/40 LinTun***	41.88	84.88	14.98	35.98
9	**Herald Square**	38.29	81.29	15.67	36.67
12	**9A & CANAL**	50.44	93.44	19.65	40.65
13	**10 Ave & 42nd St**	46.39	61.80	19.75	40.72
14	**9th Ave & 34th Street**	37.02	80.02	14.20	35.20

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-5

2010 Future With and Without the Proposed Action without Traffic Mitigation Measures – Maximum 24-Hour					
PM10 24 Hours [Daily]					Daily Difference 2010
Site	Site Description	PA without MG 24Hr Max Impact	PA without MG 24Hr Total	NA Daily Total	
2	Route 9A @ 42nd Street	37.00	80.00	80.28	**-0.28**
3	9A & W 34th ST	37.51	80.51	81.88	**-1.37**
5	11 Ave & 42nd St	30.96	73.96	69.08	**4.88**
6	11 Ave & 34TH St	31.17	74.17	68.20	**5.97**
7	10th Ave & 34th Street	44.97	87.97	80.78	**7.19**
8	10 Ave & 39/40 LinTun*	37.01	80.01	76.33	**3.68**
9	Herald Square	37.08	80.08	79.69	**0.39**
12	9A & CANAL	54.10	97.10	95.22	**1.88**
13	10 Ave & 42nd St	48.82	91.82	88.76	**3.06**
14	9th Ave & 34th Street	40.20	83.20	79.83	**3.37**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-6

2010 Future With and Without the Proposed Action *with* Traffic Mitigation Measures – Maximum 24-Hour					
PM10 24 Hours					
Site	Site Description	PA with MG 24Hr Max Impact	PA with MG 24Hr Total	NA Daily Total	Daily Difference 2010
2	Route 9A @ 42nd Street	37.00	80.00	80.28	**-0.28**
3	9A & W 34th ST	37.51	80.51	81.90	**-1.39**
5	11 Ave & 42nd St	30.96	73.96	69.08	**4.88**
6	11 Ave & 34TH St	31.18	74.18	68.20	**5.98**
7	10th Ave & 34th Street	45.00	88.00	80.80	**7.20**
8	10 Ave & 39/40 LinTun*	36.96	79.96	76.33	**3.63**
9	Herald Square	37.07	80.07	79.69	**0.38**
12	9A & CANAL	54.10	97.10	95.22	**1.88**
13	10 Ave & 42nd St	48.83	91.83	88.76	**3.07**
14	9th Ave & 34th Street	40.25	83.25	79.83	**3.42**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-7

2025 Future With and Without the Proposed Action without Traffic Mitigation Measures – Maximum 24-Hour					
PM10 24 Hours [Daily]					Daily Difference 2025
Site	Site Description	PA without MG 24Hr Max Impact	PA without MG 24Hr Total	NA Daily Total	
2	Route 9A @ 42nd Street	41.45	84.45	83.31	**1.14**
3	9A & W 34th ST	41.62	84.62	84.93	**-0.31**
5	11 Ave & 42nd St	71.28	80.02	71.28	**8.74**
6	11 Ave & 34TH St	37.24	80.20	70.34	**9.86**
7	10th Ave & 34th Street	50.84	92.81	84.28	**8.53**
8	10 Ave & 39/40 LinTun*	43.16	85.89	79.00	**6.89**
9	Herald Square	40.99	84.00	82.50	**1.50**
12	9A & CANAL	59.83	102.83	99.35	**3.48**
13	10 Ave & 42nd St	55.27	98.85	92.42	**6.43**
14	9th Ave & 34th Street	47.67	88.96	83.52	**5.44**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-8

2025 Future With and Without the Proposed Action *with* Traffic Mitigation Measures – Maximum 24-Hour					
PM10 24 Hours [Daily]					Daily Difference 2025
Site	Site Description	PA with MG 24Hr Max Impact	PA with MG 24Hr Total	NA Daily Total	
2	Route 9A @ 42nd Street	41.45	84.45	83.31	**1.14**
3	9A & W 34th ST	41.65	84.65	84.93	**-0.28**
5	11 Ave & 42nd St	37.02	80.02	71.28	**8.74**
6	11 Ave & 34TH St	37.20	80.20	70.34	**9.86**
7	10th Ave & 34th Street	49.81	92.81	84.28	**8.53**
8	10 Ave & 39/40 LinTun*	42.89	85.89	79.00	**6.89**
9	Herald Square	41.00	84.00	82.50	**1.50**
12	9A & CANAL	59.83	102.83	99.35	**3.48**
13	10 Ave & 42nd St	55.35	98.35	92.42	**5.93**
14	9th Ave & 34th Street	45.96	88.96	83.52	**5.44**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-9

2010 Future With and Without the Proposed Action without Traffic Mitigation Measures – Annual					
		PM10 Annual			Annual Difference 2010
Site	Site Description	PA without MG Annual Max Impact	PA without MG Annual Total	NA Annual Total	
2	Route 9A @ 42nd Street	13.85	34.85	34.61	**0.25**
3	9A & W 34th ST	15.57	36.57	36.66	**-0.09**
5	11 Ave & 42nd St	11.53	32.53	30.83	**1.70**
6	11 Ave & 34TH St	11.19	32.19	29.91	**2.28**
7	10th Ave & 34th Street	15.25	36.25	33.67	**2.58**
8	10 Ave & 39/40 LinTun*	13.81	34.81	33.82	**0.99**
9	Herald Square	15.12	36.12	35.84	**0.28**
12	9A & CANAL	20.76	41.76	41.07	**0.69**
13	10 Ave & 42nd St	20.63	41.63	40.42	**1.21**
14	9th Ave & 34th Street	15.09	36.09	34.95	**1.14**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-10

2010 Future With and Without the Proposed Action *with* Traffic Mitigation Measures – Maximum Annual					
		PM10 Annual			
Site	Site Description	PA with MG Annual Max Impact	PA with MG Annual Total	NA Annual Total	Annual Difference 2010
2	Route 9A @ 42nd Street	13.86	34.86	34.61	**0.25**
3	9A & W 34th ST	15.57	36.57	36.66	**-0.09**
5	11 Ave & 42nd St	11.53	32.53	30.83	**1.70**
6	11 Ave & 34TH St	11.20	32.20	29.91	**2.29**
7	10th Ave & 34th Street	15.26	36.26	33.67	**2.59**
8	10 Ave & 39/40 LinTun*	13.81	34.81	33.82	**0.98**
9	Herald Square	15.12	36.12	35.84	**0.28**
12	9A & CANAL	20.76	41.76	41.07	**0.69**
13	10 Ave & 42nd St	20.63	41.63	40.42	**1.21**
14	9th Ave & 34th Street	15.10	36.10	34.94	**1.16**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-11

2025 Future With and Without the Proposed Action without Traffic Mitigation Measures – Annual					
PM10 Annual					Annual Difference 2025
Site	Site Description	PA without MG Annual Max Impact	PA without MG Annual Total	NA Annual Total	
2	Route 9A @ 42nd Street	15.44	36.44	35.71	**0.73**
3	9A & W 34th ST	17.41	38.43	37.90	**0.53**
5	11 Ave & 42nd St	13.52	34.53	31.63	**2.90**
6	11 Ave & 34TH St	13.48	34.43	30.67	**3.76**
7	10th Ave & 34th Street	17.17	38.17	34.89	**3.29**
8	10 Ave & 39/40 LinTun*	15.81	36.79	34.83	**1.96**
9	Herald Square	16.89	37.91	37.03	**0.88**
12	9A & CANAL	22.99	43.99	42.64	**1.35**
13	10 Ave & 42nd St	23.11	44.11	41.95	**2.16**
14	9th Ave & 34th Street	17.59	38.59	36.22	**2.37**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-12

2025 Future With and Without the Proposed Action *with* Traffic Mitigation Measures – Maximum Annual					
PM10 Annual					Annual Difference 2025
Site	Site Description	PA with MG Annual Max Impact	PA with MG Annual Total	NA Annual Total	
2	Route 9A @ 42nd Street	15.46	36.46	35.71	**0.74**
3	9A & W 34th ST	17.43	38.43	37.90	**0.53**
5	11 Ave & 42nd St	13.53	34.53	31.63	**2.90**
6	11 Ave & 34TH St	13.43	34.43	30.67	**3.76**
7	10th Ave & 34th Street	16.28	37.28	34.89	**2.39**
8	10 Ave & 39/40 LinTun*	15.79	36.79	34.83	**1.96**
9	Herald Square	19.91	37.91	37.03	**0.88**
12	9A & CANAL	22.99	43.99	42.64	**1.35**
13	10 Ave & 42nd St	23.13	44.13	41.95	**2.19**
14	9th Ave & 34th Street	16.99	37.99	36.22	**1.77**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-13

2010 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts *without* Mitigation [Daily]

		PM2.5 Daily		
Site	**Site Description**	**No Build**	**Build**	**Daily Difference 2010**
2	**Route 9A @ 42nd Street**	1.600	1.770	**0.170**
3	**9A & W 34th ST**	1.450	1.920	**0.470**
5	**11 Ave & 42nd St**	2.650	3.340	**0.690**
6	**11 Ave & 34TH St**	3.310	4.070	**0.760**
7	**10th Ave & 34th Street**	4.560	5.550	**0.990**
8	**10 Ave & 39/40 LinTun***	4.180	4.650	**0.470**
9	**Herald Square**	1.970	2.110	**0.140**
12	**9A & CANAL**	6.450	6.700	**0.250**
13	**10 Ave & 42nd St**	4.810	5.440	**0.630**
14	**9th Ave & 34th Street**	4.480	4.960	**0.480**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-14

2010 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts with Mitigation [Daily]

PM2.5 Daily				
Site	**Site Description**	**No Build**	**Build**	**Daily Difference 2010**
2	**Route 9A @ 42nd Street**	1.600	1.770	**0.170**
3	**9A & W 34th ST**	1.450	1.920	**0.470**
5	**11 Ave & 42nd St**	2.650	3.330	**0.680**
6	**11 Ave & 34TH St**	3.310	4.080	**0.770**
7	**10th Ave & 34th Street**	4.560	5.550	**0.990**
8	**10 Ave & 39/40 LinTun***	4.180	4.660	**0.480**
9	**Herald Square**	2.550	2.670	**0.120**
12	**9A & CANAL**	6.450	6.700	**0.250**
13	**10 Ave & 42nd St**	4.810	5.430	**0.620**
14	**9th Ave & 34th Street**	4.480	4.940	**0.460**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-15

2025 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts *Without* Mitigation [Daily]

		PM2.5 Daily		
Site	**Site Description**	**No Build**	**Build**	**Daily Difference 2025**
2	**Route 9A @ 42nd Street**	2.100	2.530	**0.430**
3	**9A & W 34th ST**	1.510	2.300	**0.790**
5	**11 Ave & 42nd St**	2.880	4.040	**1.160**
6	**11 Ave & 34TH St**	3.350	4.620	**1.270**
7	**10th Ave & 34th Street**	4.500	5.630	**1.130**
8	**10 Ave & 39/40 LinTun***	4.250	5.100	**0.850**
9	**Herald Square**	2.630	3.050	**0.420**
12	**9A & CANAL**	5.830	6.310	**0.480**
13	**10 Ave & 42nd St**	3.980	4.710	**0.730**
14	**9th Ave & 34th Street**	4.580	5.550	**0.970**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-16

2025 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts with Mitigation [Daily]

PM2.5 Daily				
Site	**Site Description**	**No Build**	**Build**	**Daily Difference 2025**
2	**Route 9A @ 42nd Street**	2.100	2.540	**0.440**
3	**9A & W 34th ST**	1.510	2.290	**0.780**
5	**11 Ave & 42nd St**	2.880	4.050	**1.170**
6	**11 Ave & 34TH St**	3.350	4.610	**1.260**
7	**10th Ave & 34th Street**	4.690	5.880	**1.190**
8	**10 Ave & 39/40 LinTun***	4.440	5.280	**0.840**
9	**Herald Square**	2.630	3.020	**0.390**
12	**9A & CANAL**	5.830	6.310	**0.480**
13	**10 Ave & 42nd St**	3.980	4.710	**0.730**
14	**9th Ave & 34th Street**	4.580	5.310	**0.730**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-17

2010 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts *without* Mitigation [Annual]				
		PM2.5 Annual		
Site	Site Description	No Build	Build	Annual Difference 2010
2	Route 9A @ 42nd Street	0.022	0.030	**0.008**
3	9A & W 34th ST	0.019	0.038	**0.019**
5	11 Ave & 42nd St	0.042	0.057	**0.015**
6	11 Ave & 34TH St	0.037	0.059	**0.022**
7	10th Ave & 34th Street	0.112	0.140	**0.028**
8	10 Ave & 39/40 LinTun*	0.110	0.122	**0.012**
9	Herald Square	0.023	0.027	**0.004**
12	9A & CANAL	0.143	0.150	**0.007**
13	10 Ave & 42nd St	0.044	0.096	**0.052**
14	9th Ave & 34th Street	0.122	0.136	**0.014**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-18

2010 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts with Mitigation [Annual]				
PM2.5 Annual				
Site	Site Description	No Build	Build	Annual Difference 2010
2	Route 9A @ 42nd Street	0.022	0.030	**0.008**
3	9A & W 34th ST	0.019	0.039	**0.020**
5	11 Ave & 42nd St	0.057	0.073	**0.016**
6	11 Ave & 34TH St	0.037	0.060	**0.023**
7	10th Ave & 34th Street	0.112	0.141	**0.029**
8	10 Ave & 39/40 LinTun*	0.111	0.123	**0.012**
9	Herald Square	0.023	0.028	**0.005**
12	9A & CANAL	0.143	0.150	**0.007**
13	10 Ave & 42nd St	0.044	0.097	**0.053**
14	9th Ave & 34th Street	0.114	0.125	**0.011**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-19

2025 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts *Without* Mitigation [Annual]

		PM2.5 Annual		
Site	**Site Description**	**No Build**	**Build**	**Annual Difference 2025**
2	**Route 9A @ 42nd Street**	0.028	0.038	**0.010**
3	**9A & W 34th ST**	0.053	0.087	**0.034**
5	**11 Ave & 42nd St**	0.055	0.081	**0.026**
6	**11 Ave & 34TH St**	0.037	0.071	**0.034**
7	**10th Ave & 34th Street**	0.070	0.103	**0.033**
8	**10 Ave & 39/40 LinTun***	0.112	0.132	**0.020**
9	**Herald Square**	0.039	0.051	**0.012**
12	**9A & CANAL**	0.147	0.162	**0.015**
13	**10 Ave & 42nd St**	0.108	0.128	**0.020**
14	**9th Ave & 34th Street**	0.103	0.127	**0.024**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Table T10-20

2025 Future With the Proposed Action - Maximum PM2.5 Incremental Impacts with Mitigation [Annual]

PM2.5 Annual				
Site	**Site Description**	**No Build**	**Build**	**Annual Difference 2025**
2	**Route 9A @ 42nd Street**	0.028	0.038	**0.010**
3	**9A & W 34th ST**	0.053	0.088	**0.035**
5	**11 Ave & 42nd St**	0.062	0.088	**0.026**
6	**11 Ave & 34TH St**	0.037	0.071	**0.034**
7	**10th Ave & 34th Street**	0.070	0.101	**0.031**
8	**10 Ave & 39/40 LinTun***	0.112	0.132	**0.020**
9	**Herald Square**	0.040	0.051	**0.011**
12	**9A & CANAL**	0.147	0.161	**0.014**
13	**10 Ave & 42nd St**	0.108	0.129	**0.021**
14	**9th Ave & 34th Street**	0.078	0.098	**0.020**

*Lincoln Tunnel portal analysis contributions were added to the intersection analysis results.

Figures

Figure T1-1

CO, PM_{10} AND $PM_{2.5}$ 24-HOUR RECEPTORS AND SOURCES NEAR THE LINCOLN TUNNEL PORTALS

Figure T1-2
PM2.5 ANNUAL RECEPTORS AND SOURCES NEAR THE LINCOLN TUNNEL PORTALS

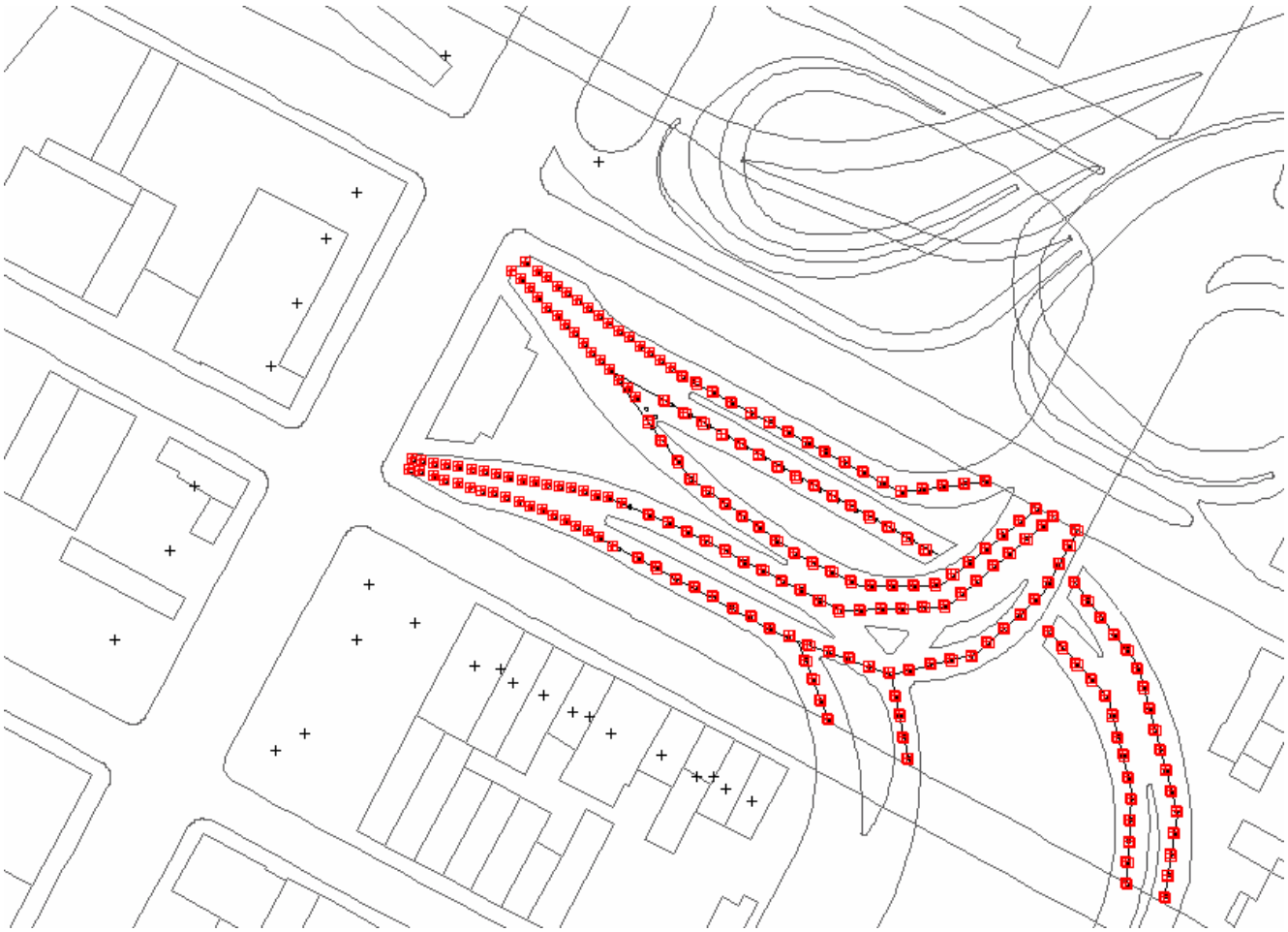


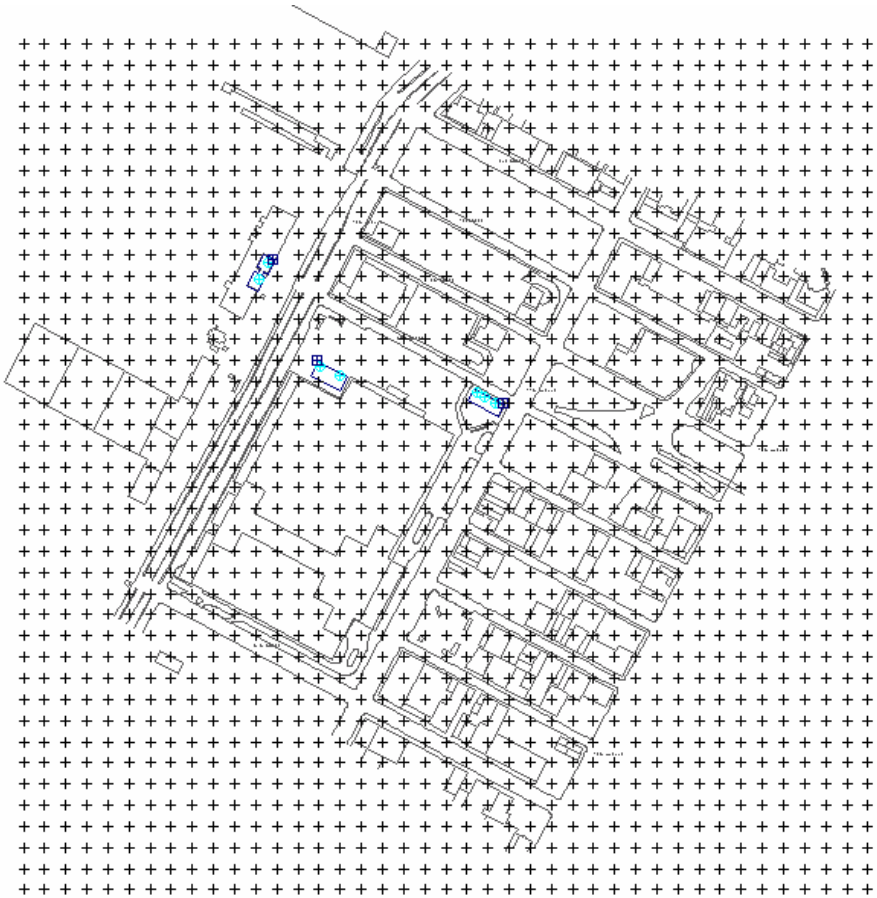
Figure T2-1
CO, PM_{10} AND $PM_{2.5}$ 24-HOUR RECEPTORS AND SOURCES NEAR THE LINCOLN TUNNEL VENTILATION BUILDINGS IN 2010

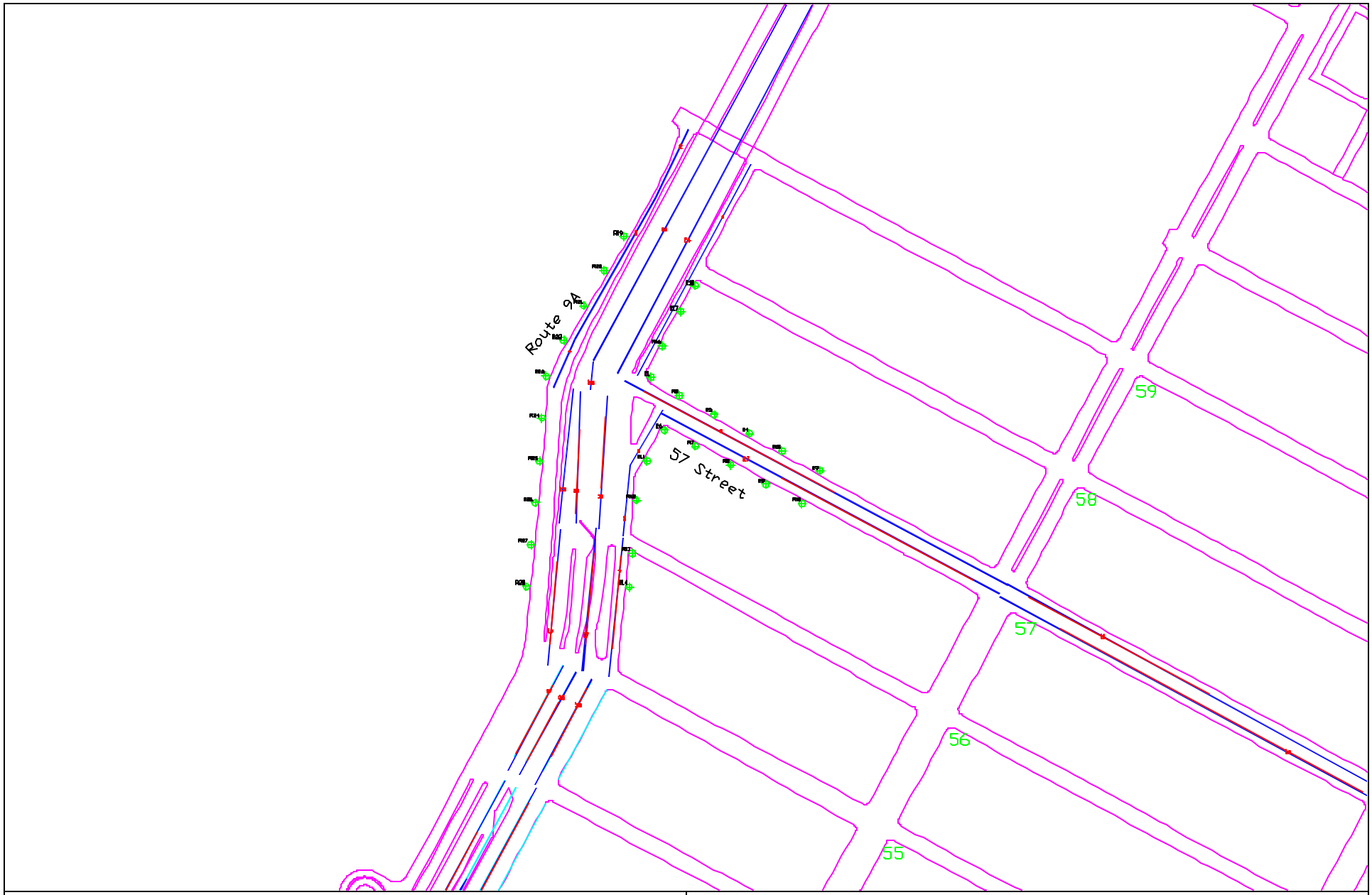
Figure T2-2

CO, PM_{10} AND $PM_{2.5}$ 24-HOUR RECEPTORS AND SOURCES NEAR THE LINCOLN TUNNEL VENTILATION BUILDINGS IN 2025

Figure T2-3

$PM_{2.5}$ ANNUAL RECEPTORS AND SOURCES NEAR THE LINCOLN TUNNEL VENTILATION BUILDINGS



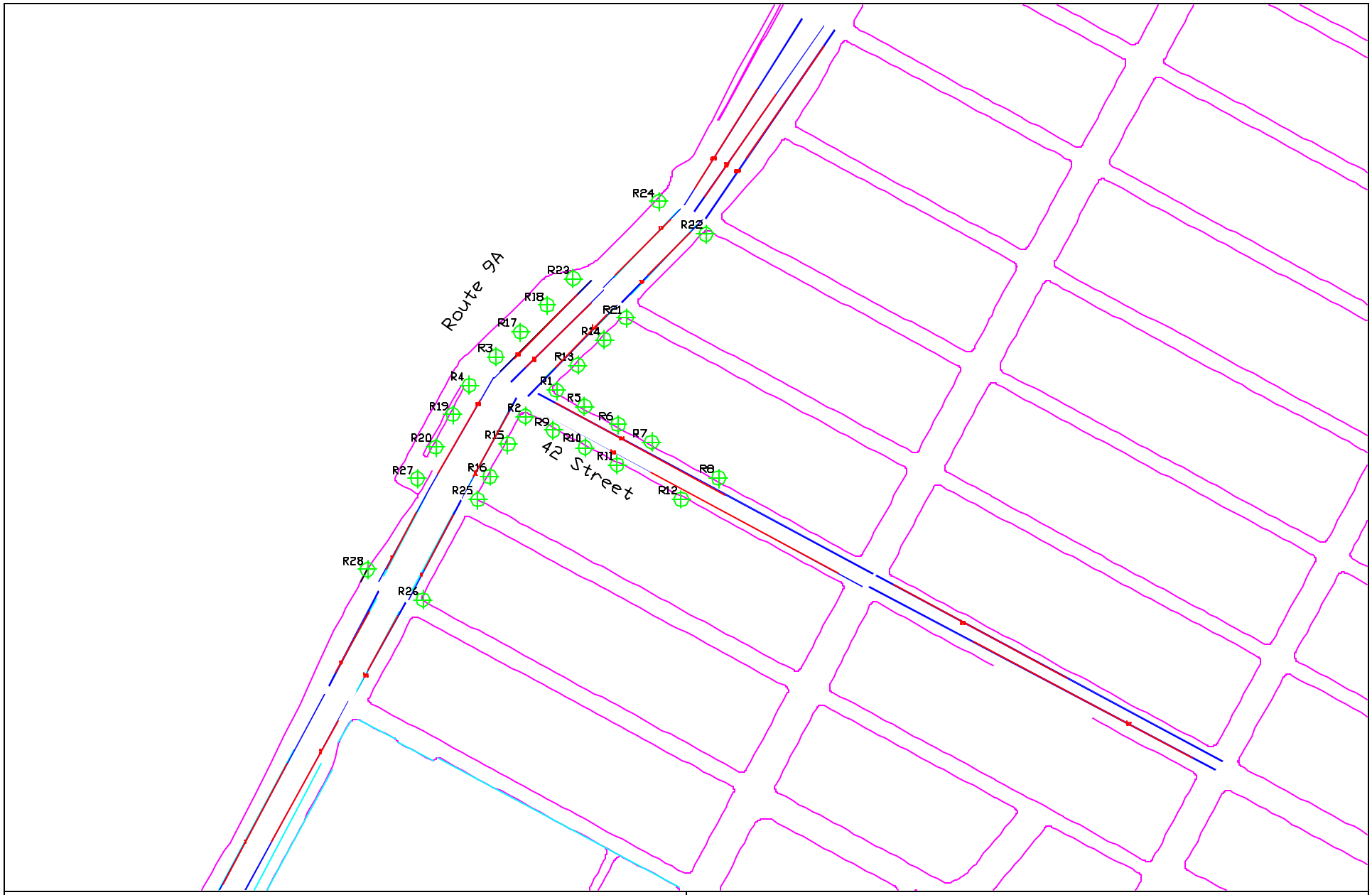


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 1S1A.dwg	
Title: S1 9A&57th ST	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale

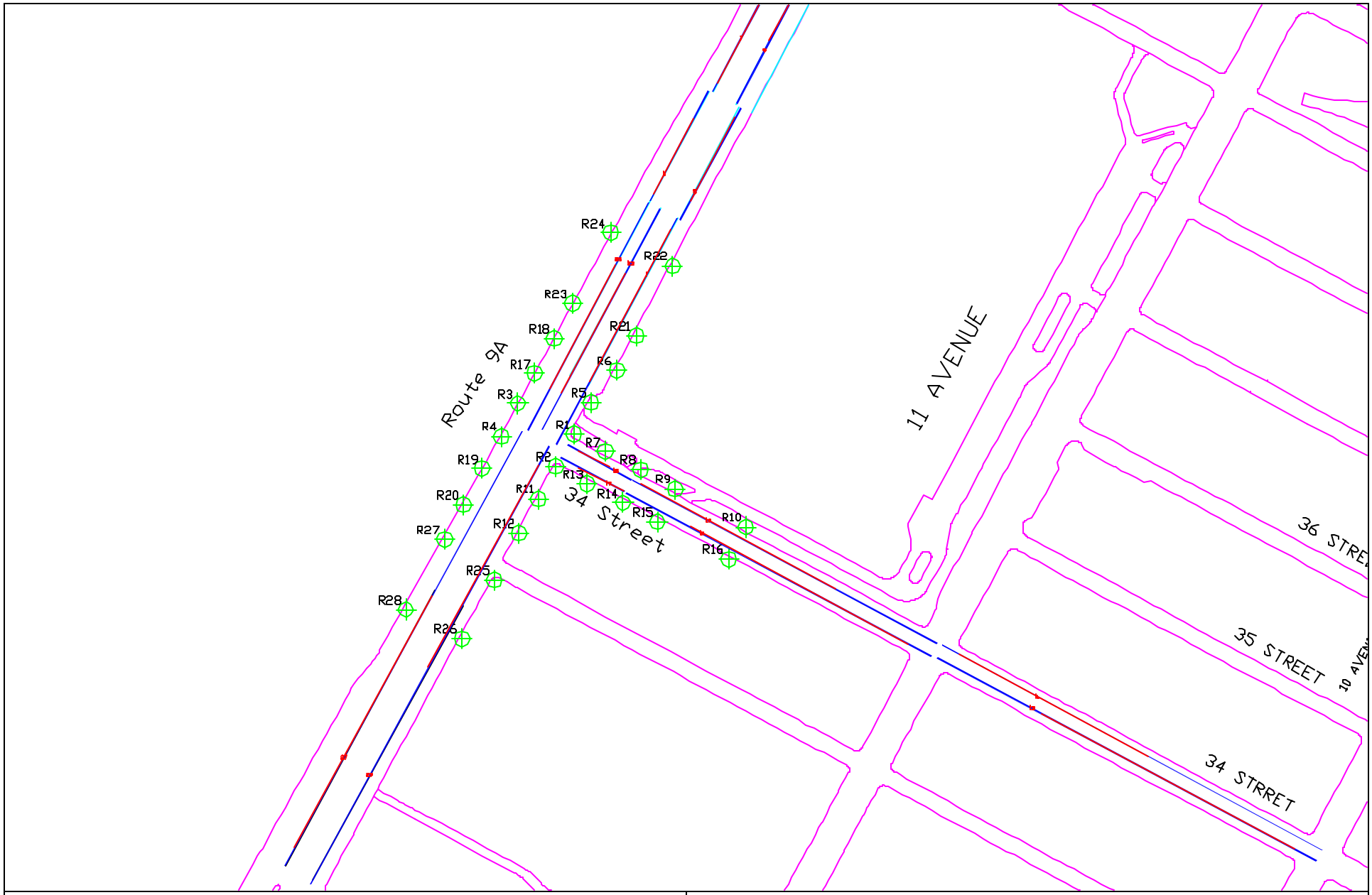


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 2S1A.dwg	
Title: S2 9A & 42nd	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1" : 92'

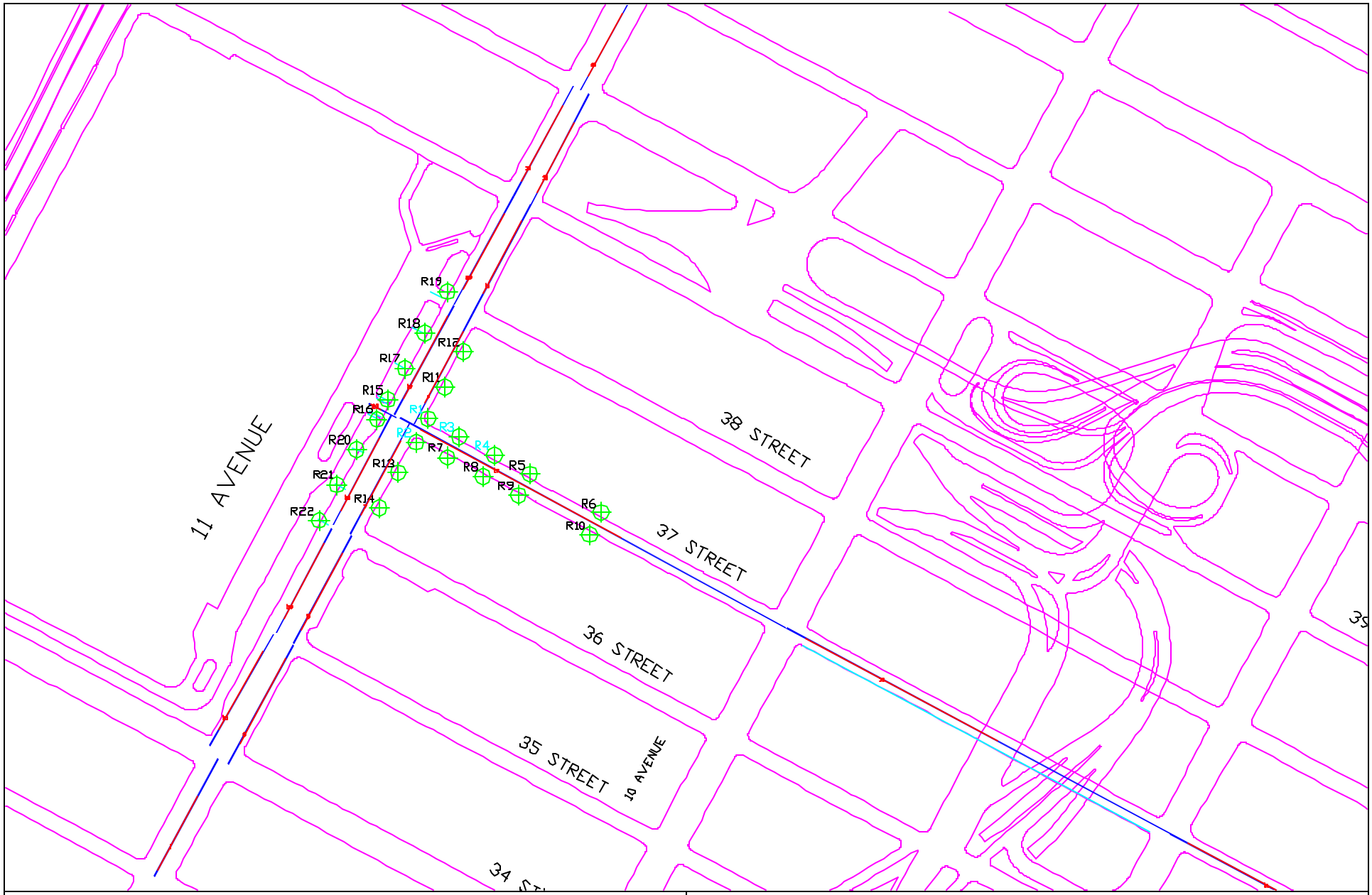


R1 - Receptor

3 - Free Flow Link

- Qeue Link

File name: 3S1A.dwg	
Title: S3 9A & 34th ST	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 84'

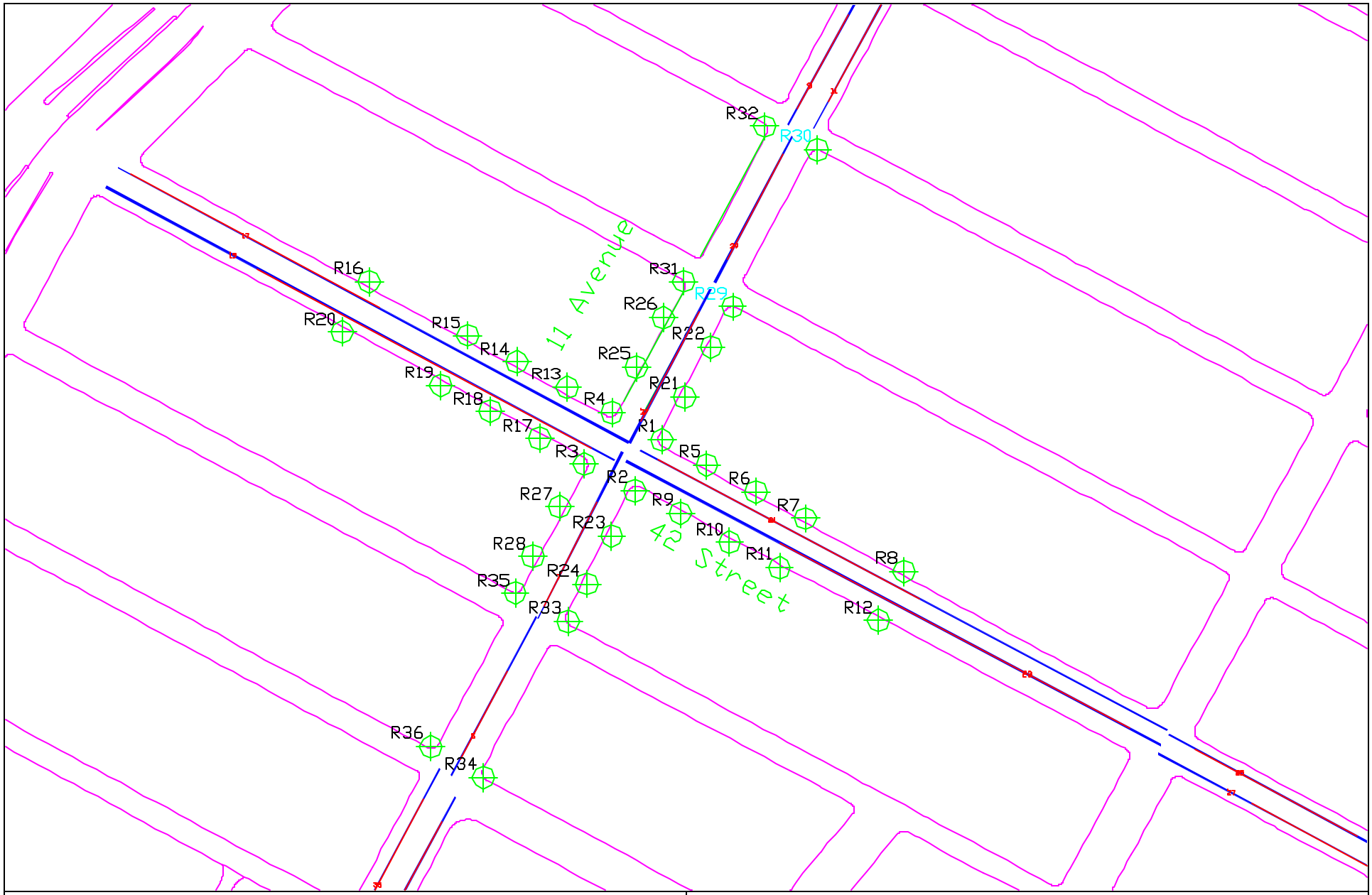


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 4S1A.dwg	
Title: S4 11 Ave & 37th ST	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 84'

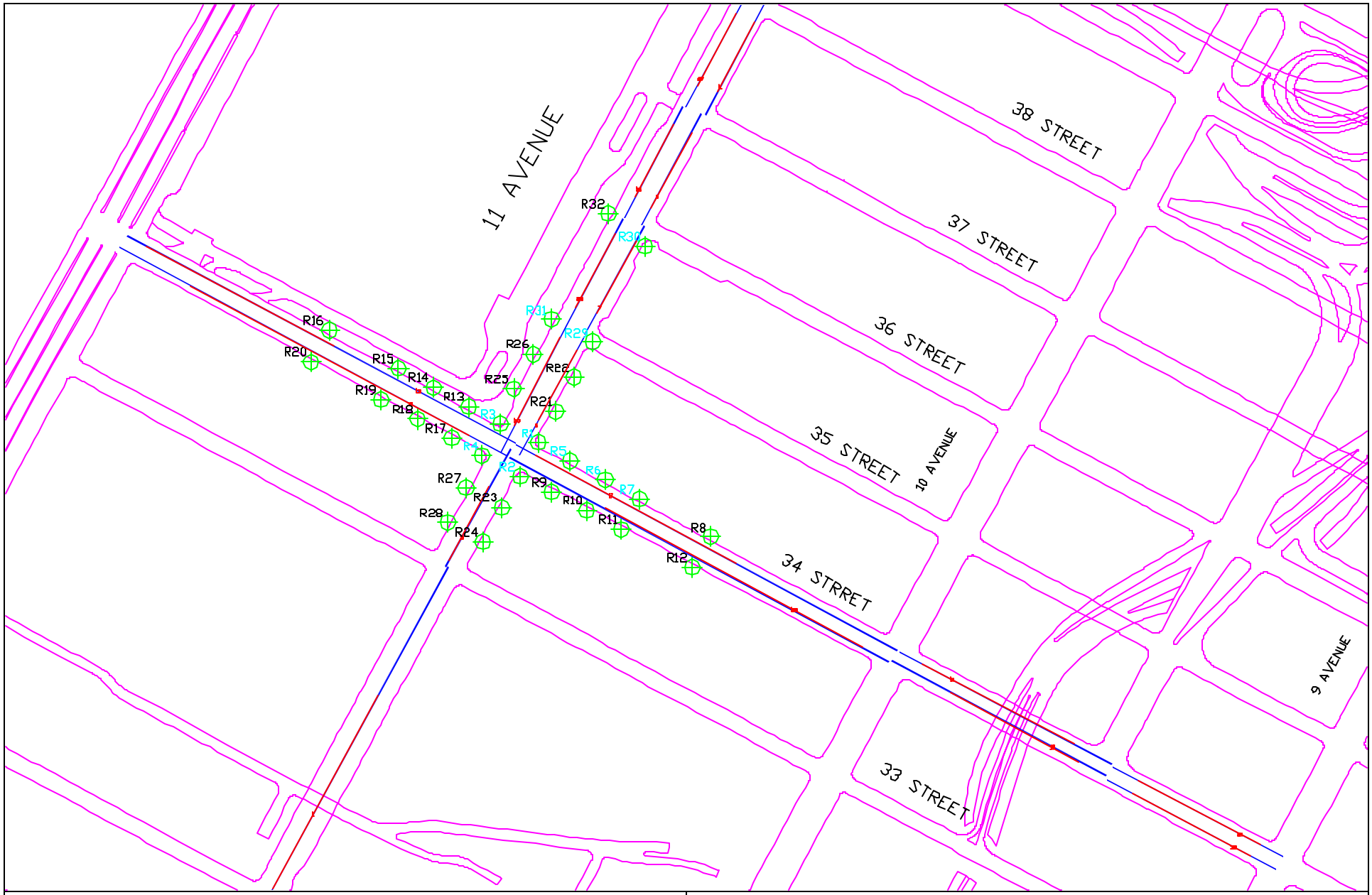


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 5S1A.dwg	
Title: 11TH AVE & 42ND STREET	
Created by: M.WU	PBQD Inc.
Date: 10/15/2004	Scale 1'' : 60'

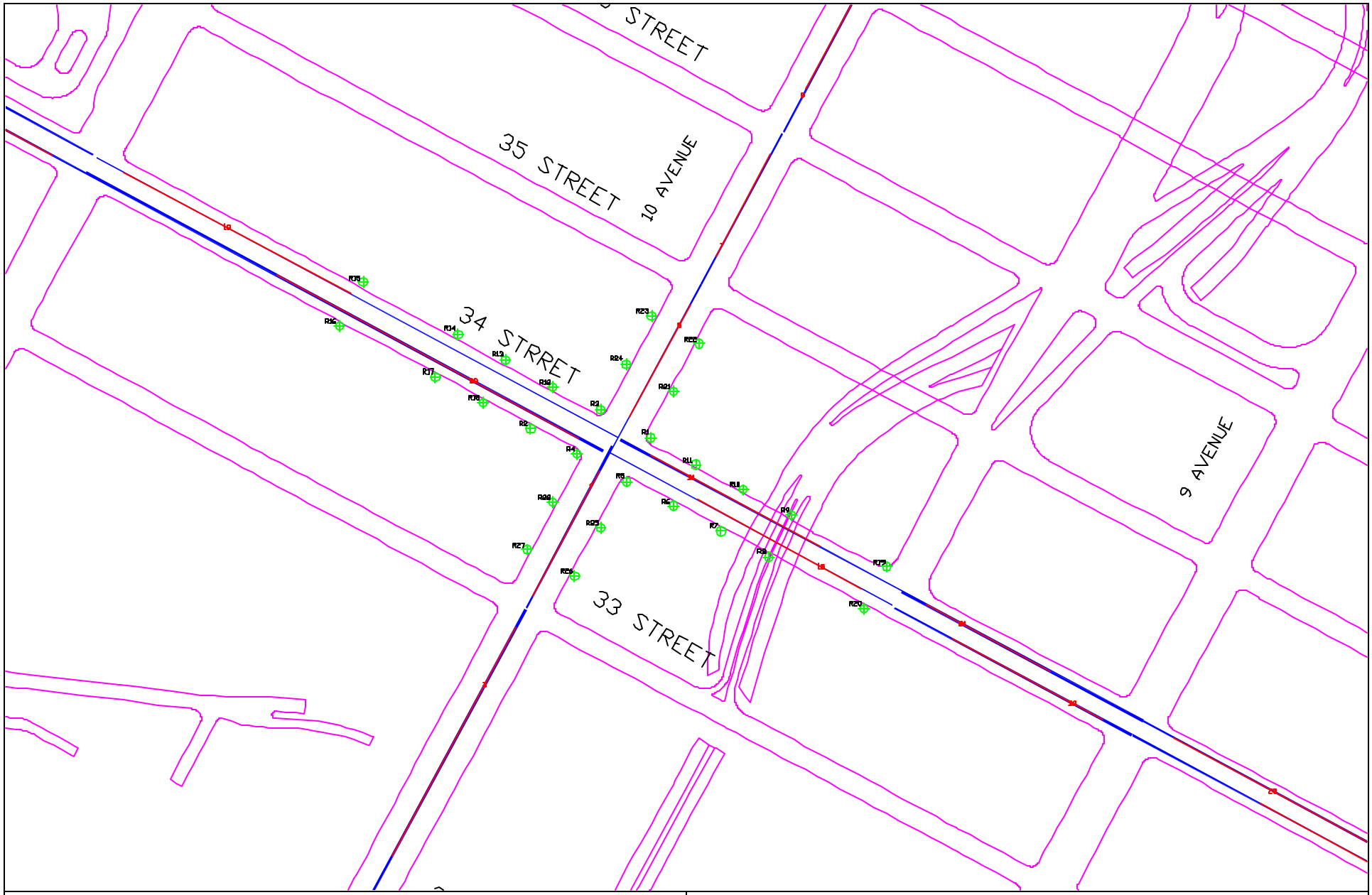


R1 - Receptor

3 - Free Flow Link

- Qeue Link

File name: 6S1A.dwg	
Title: S6 11 Ave & 34th ST	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 84'

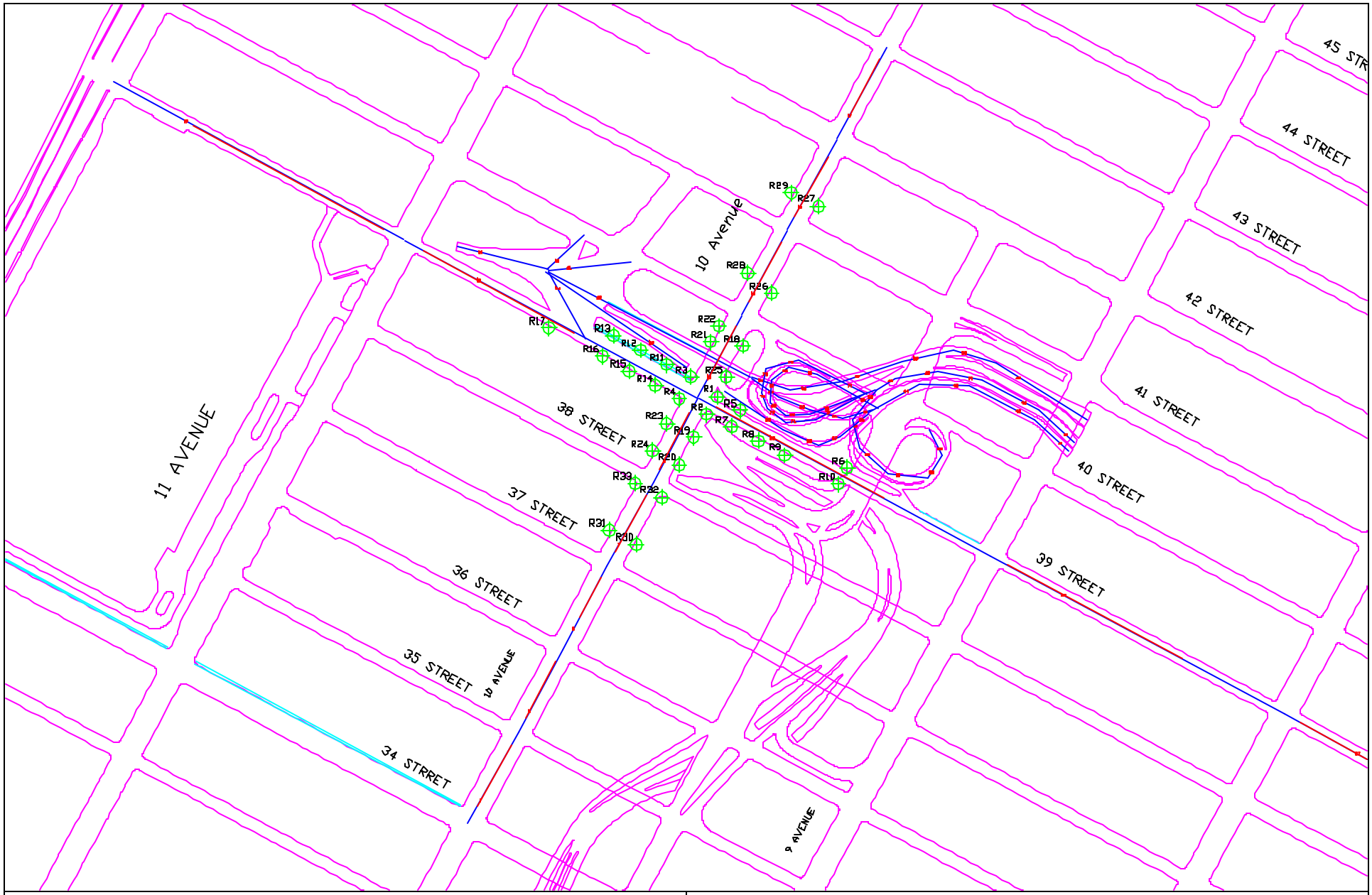


R1 - Receptor

3 - Free Flow Link

- Qeue Link

File name: 7S1A.dwg	
Title: S7 10th Ave & 34th ST	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 36'

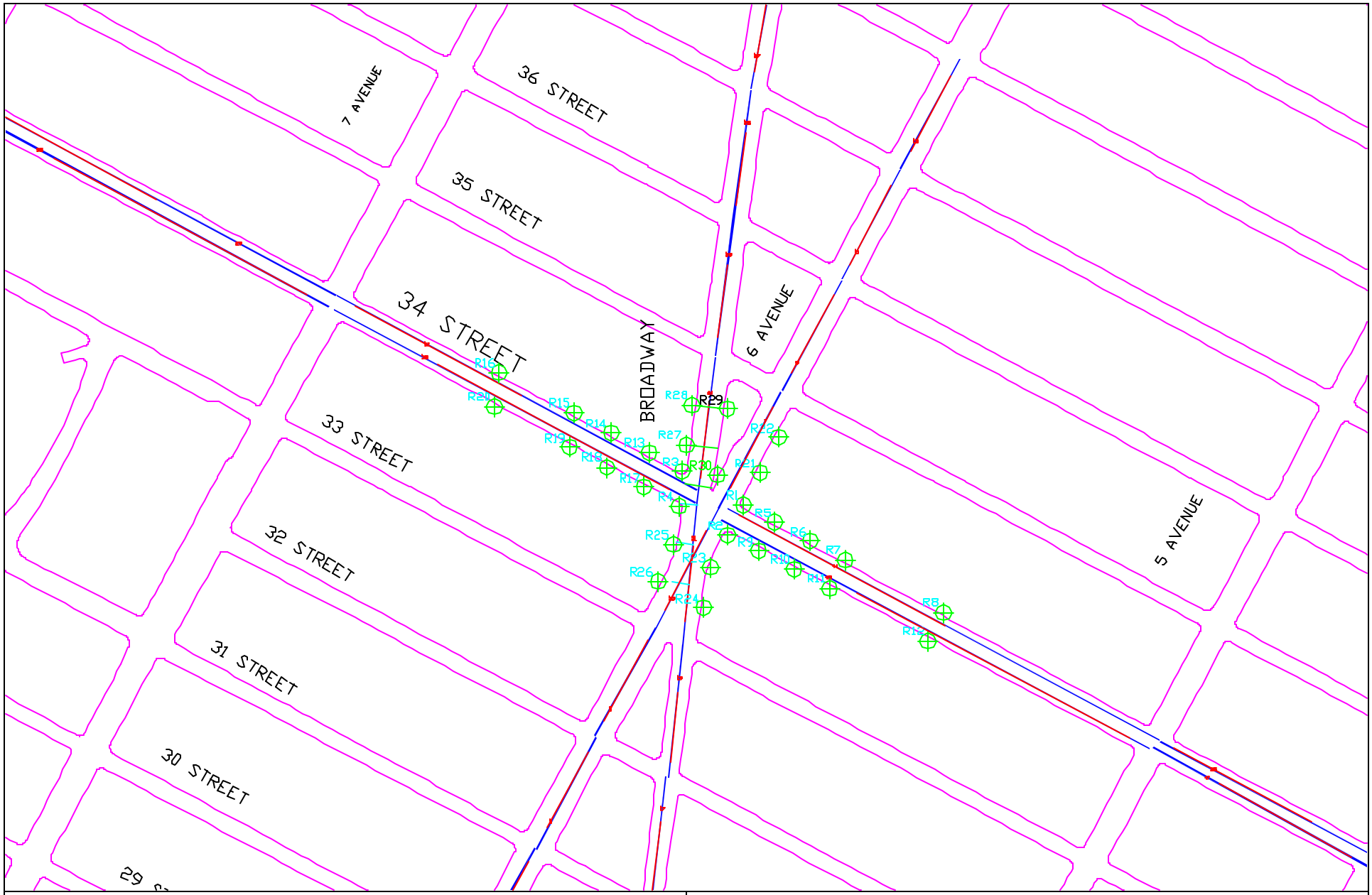


R1 - Receptor

3 - Free Flow Link

- Qeue Link

File name: 8S1A.dwg	
Title: 10th Ave.& 39th St(Lincoln Tunne	
Created by: PB	PBQD Inc.
Date: 02/03/2004	Scale 1'' : 65'

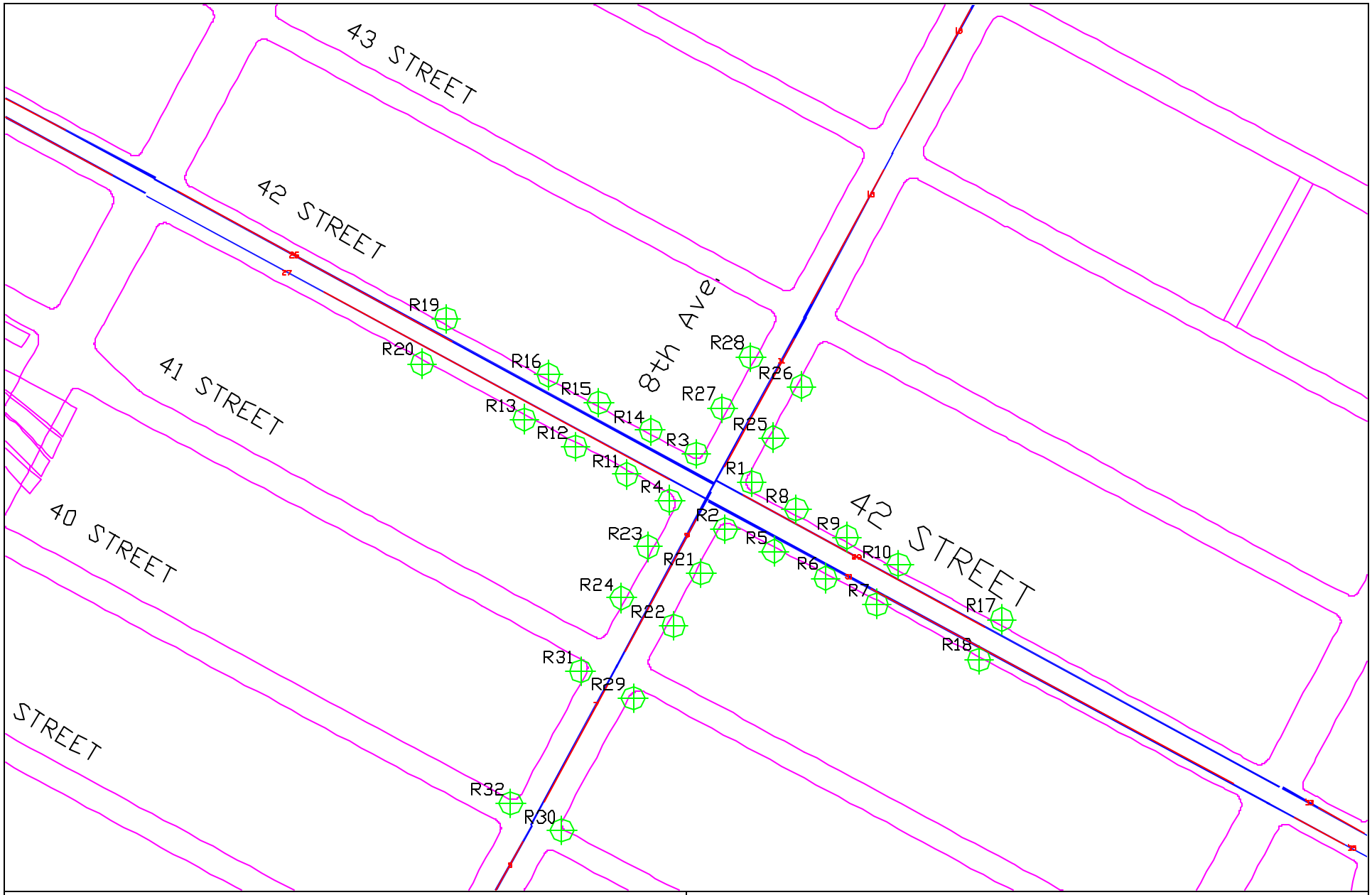


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 9S1A.dwg	
Title: S9 Herald Square	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 42'

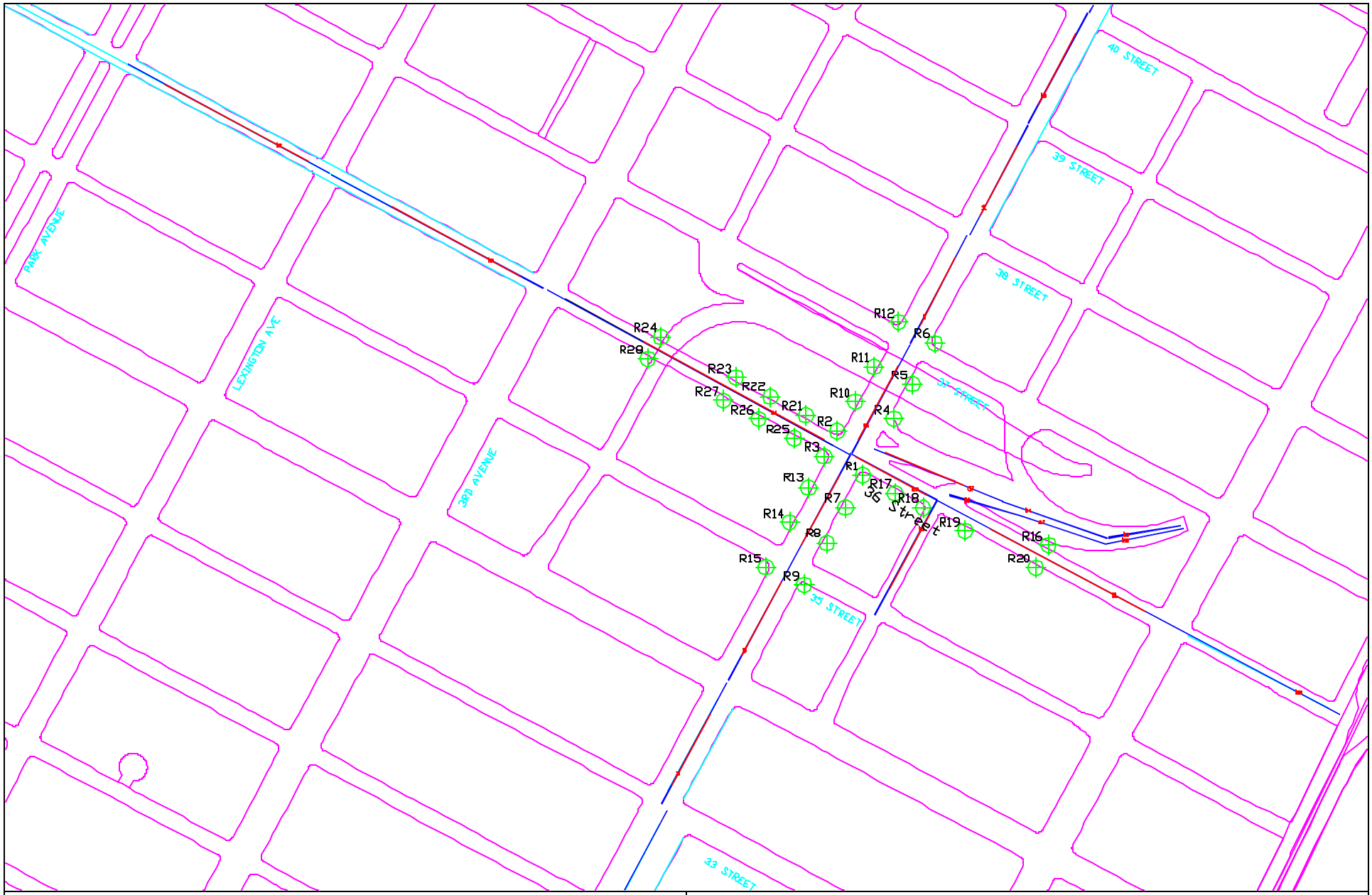


R1 - Receptor

- Free Flow Link

- Queue Link

File name: 10S1A.dwg	
Title: S10. 8th Ave @ 42nd St	
Created by: PB	PBQD Inc.
Date: 03/18/2004	Scale 1'' : 58'

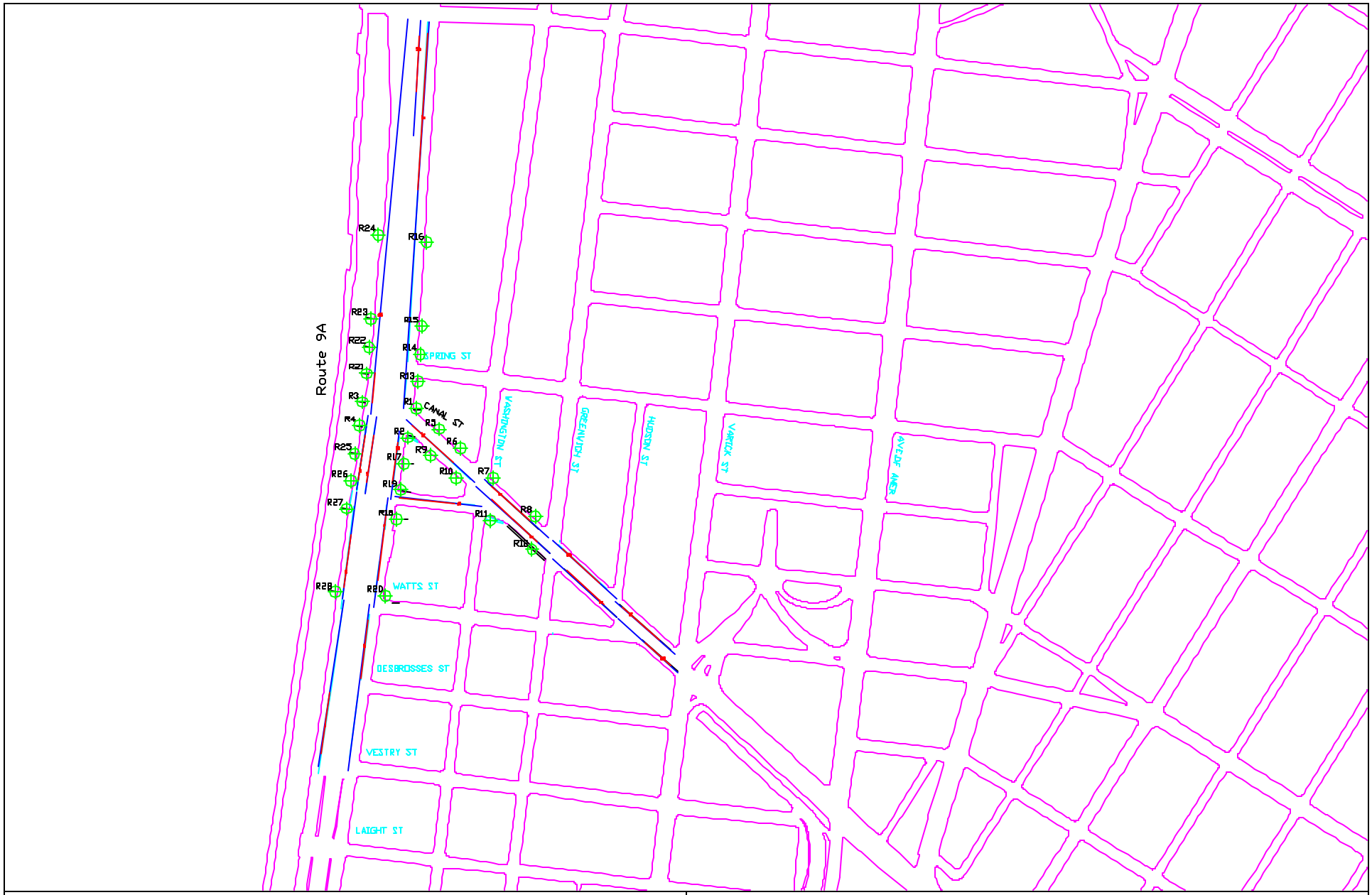


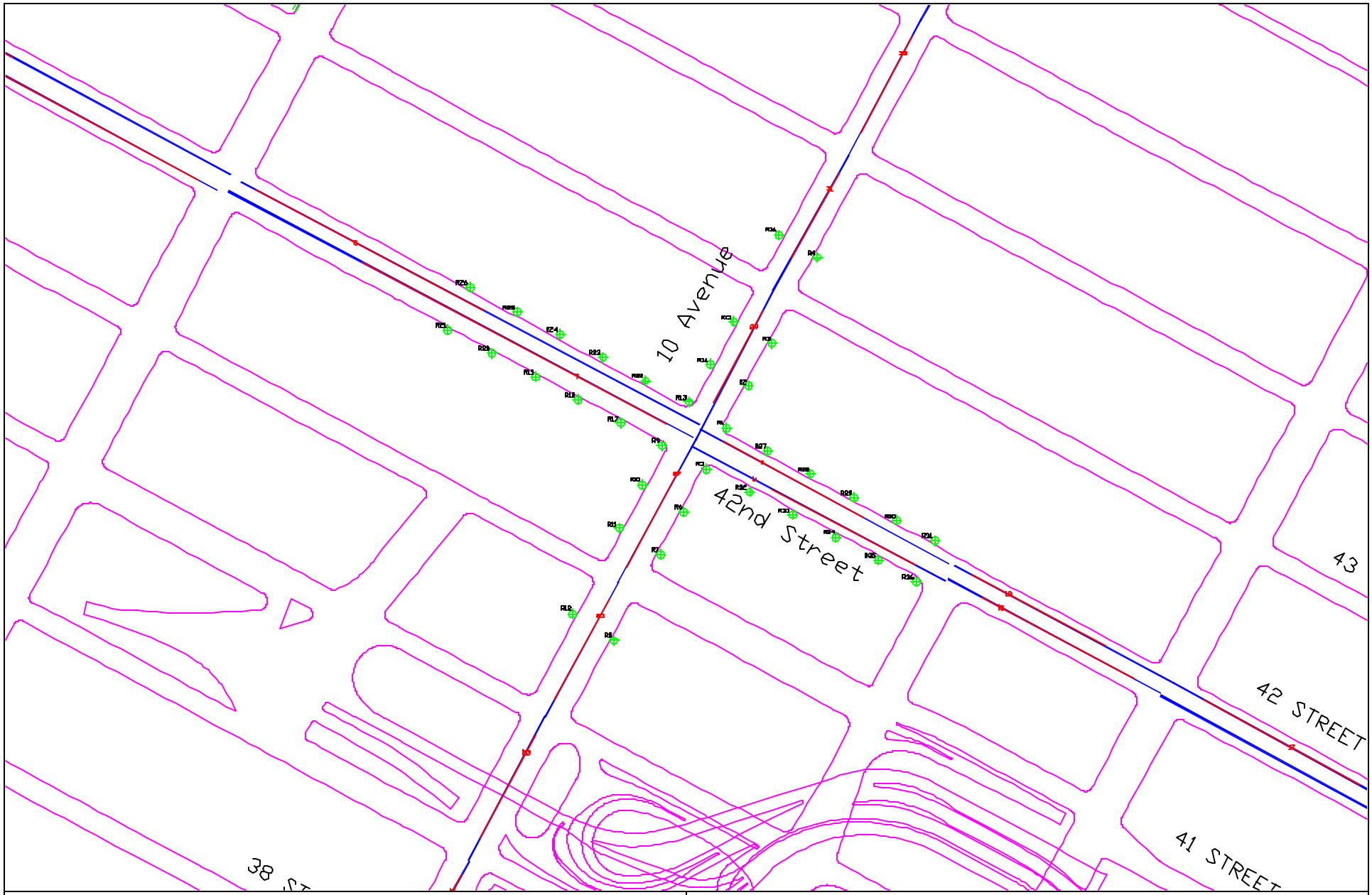
R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 11S1A.dwg	
Title: S11 2nd Ave & 36th ST	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 84'


Route 9A
R24
R16
R23
R15
R22
R14
SPRING ST
R21
R13
R3
R1
CANAL ST
R4
R2
R5
R6
R25
R9
R17
R10
R7
R26
R19
R27
R18
R11
R8
R12
R28
R20
WATTS ST
DESBROSSES ST
VESTRY ST
LAIGHT ST
WASHINGTON ST
GREENWICH ST
HUDSON ST
VARICK ST
AVENUE
R1 - Receptor
3 - Free Flow Link
- Queue Link
File name: 12S1A.dwg
Title: S12 9A & Canal ST
Created by: PB
PBQD Inc.
Date: 02/09/2004
Scale

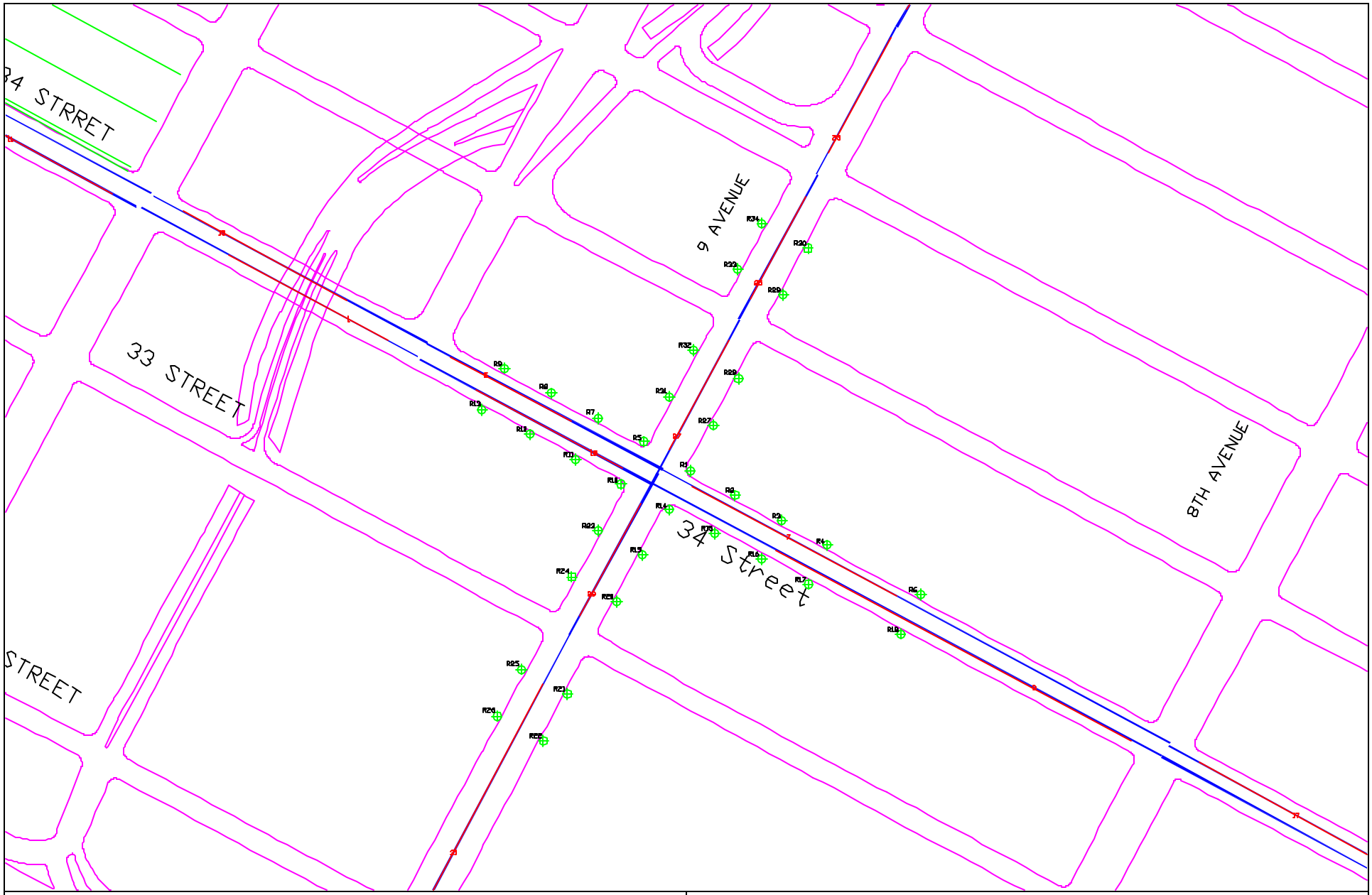


R1 - Receptor

3 - Free Flow Link

- Qeue Link

File name: 13SA.dwg	
Title: S13 10 Ave & 42nd ST	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 58'

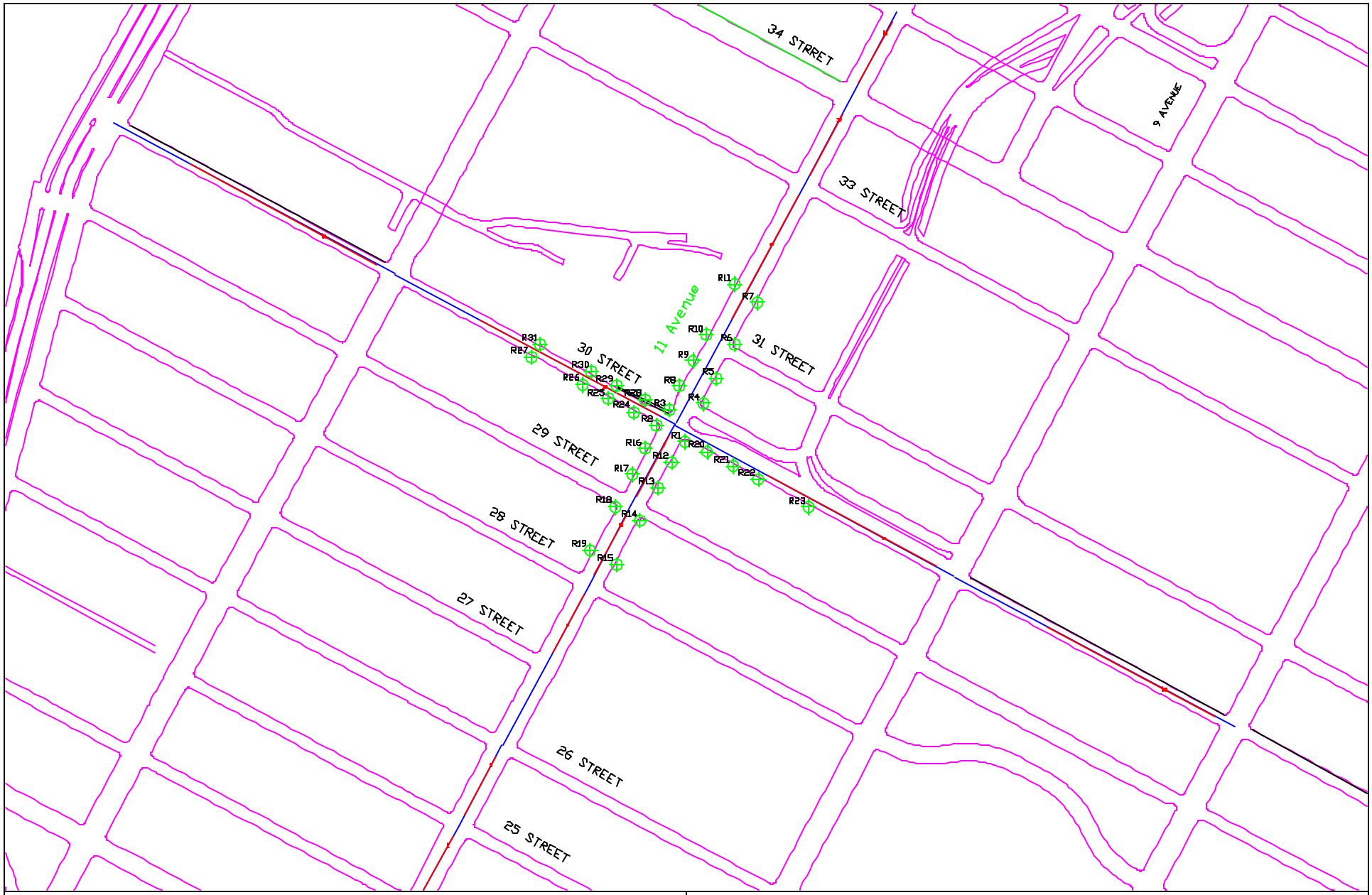


R1 - Receptor

3 - Free Flow Link

- Qeue Link

File name: 14S1A.dwg	
Title: S14 9 Ave & 34th ST	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 64'

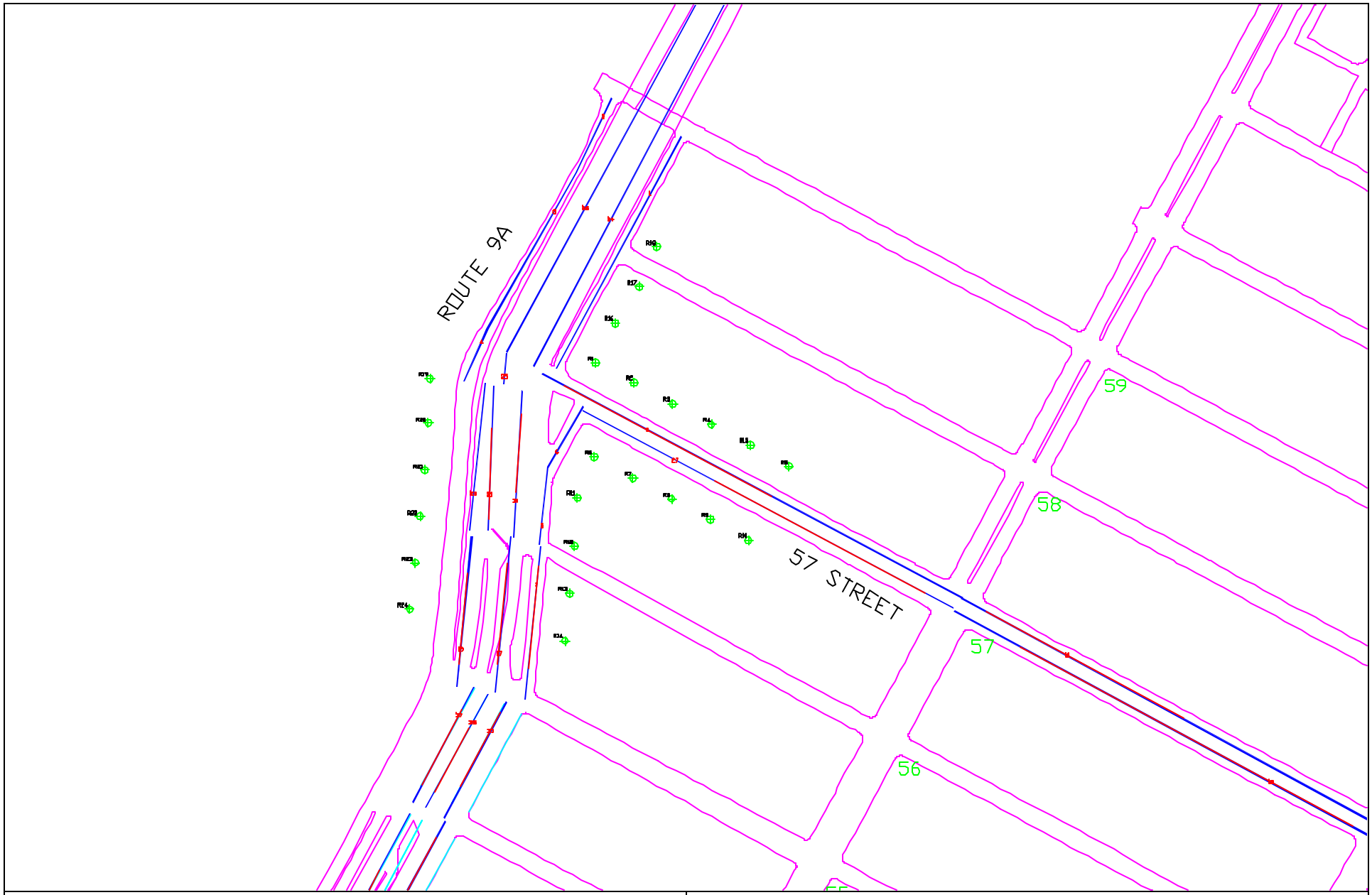


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 15S1A.dwg	
Title: S15 11 Ave @ 30 St.	
Created by: PB	PBQD Inc.
Date: 03/18/2004	Scale 1'' : 84'

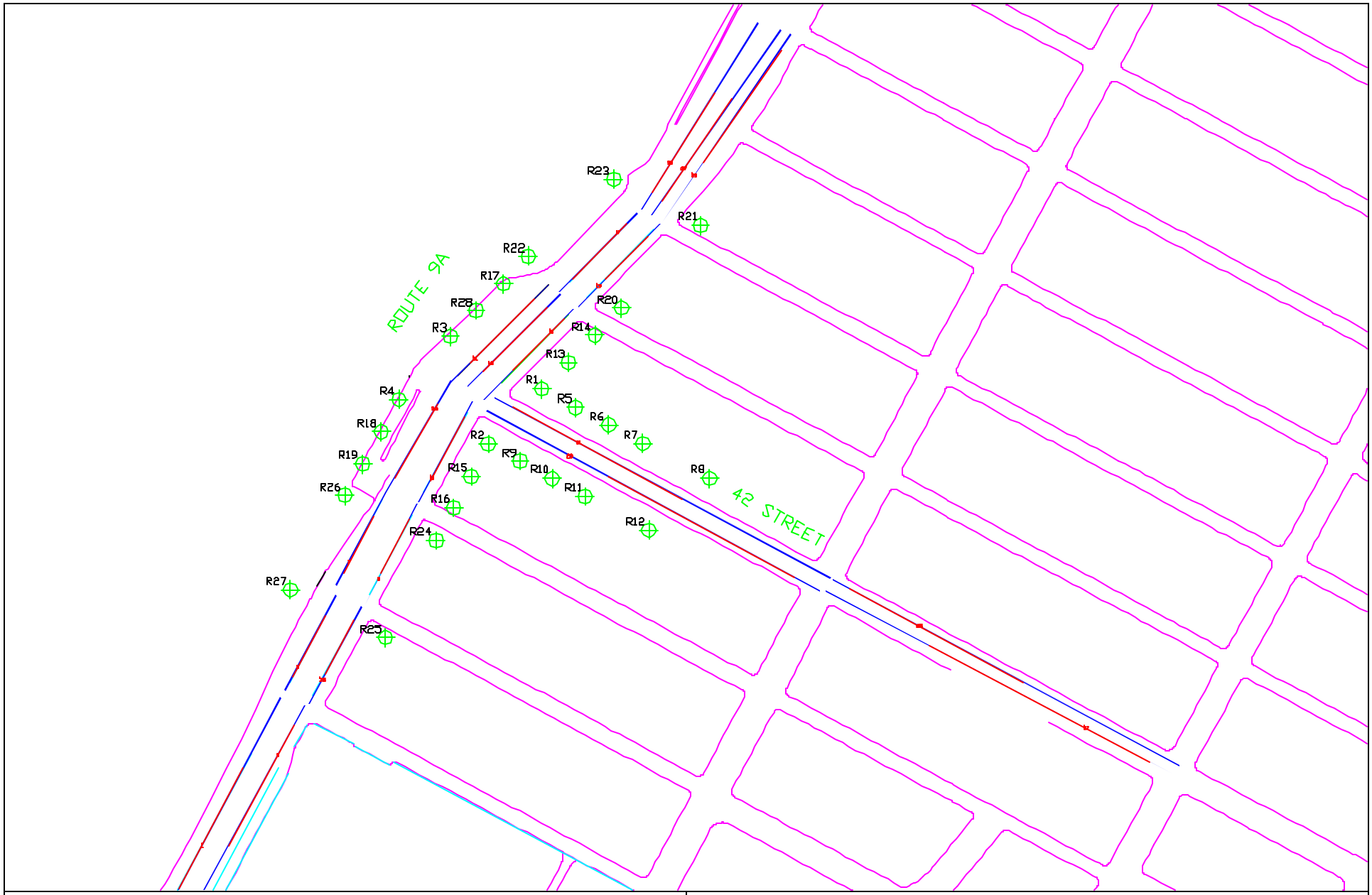


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 1S1A15.dwg	
Title: S1 9A & 57th ST 15M	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale

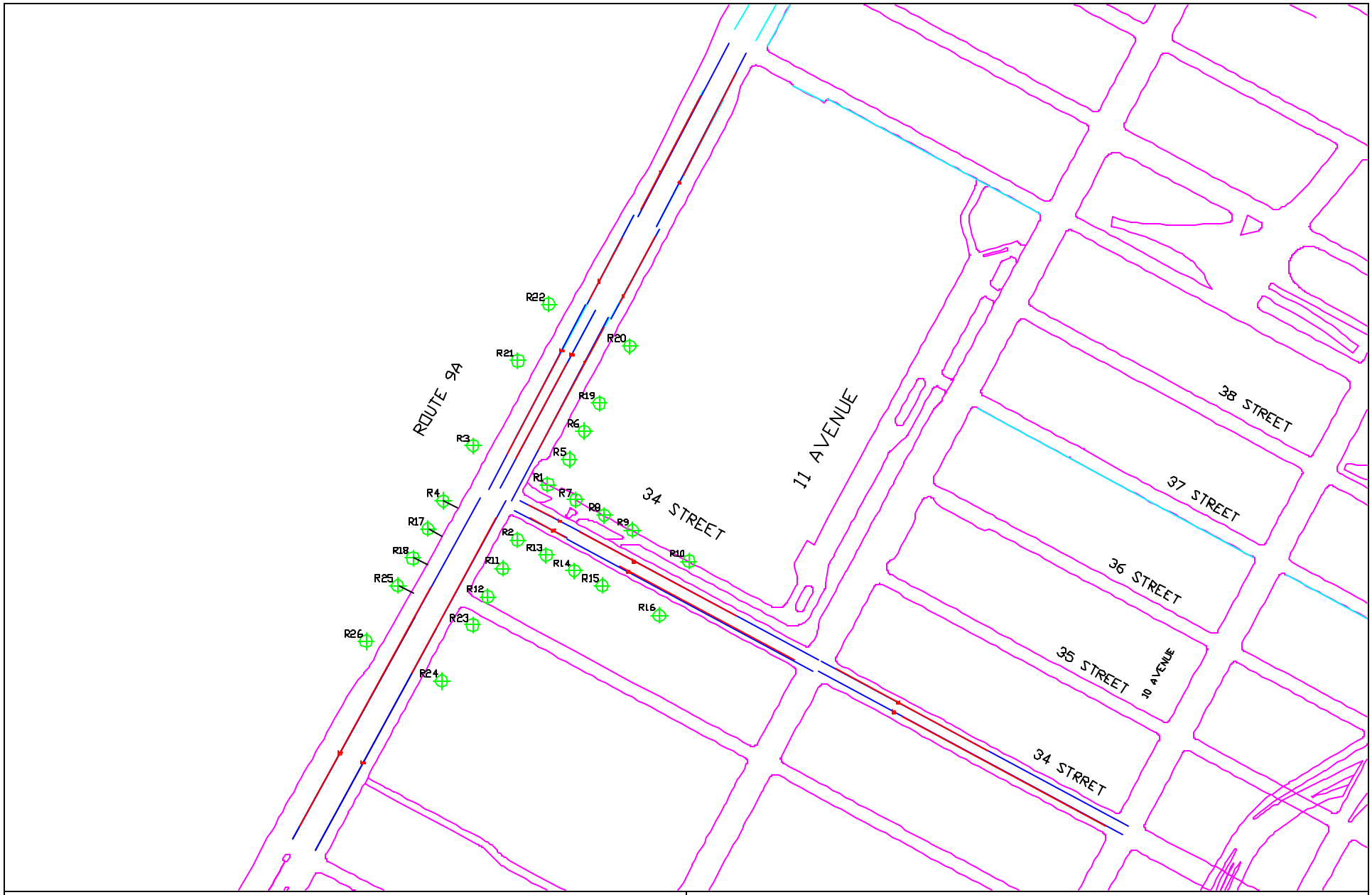


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: S2EXAM15M.dwg	
Title: S2 9A & 42 ST 15M	
Created by: PB	PBQD Inc.
Date: 03/18/2004	Scale 1'' : 92'

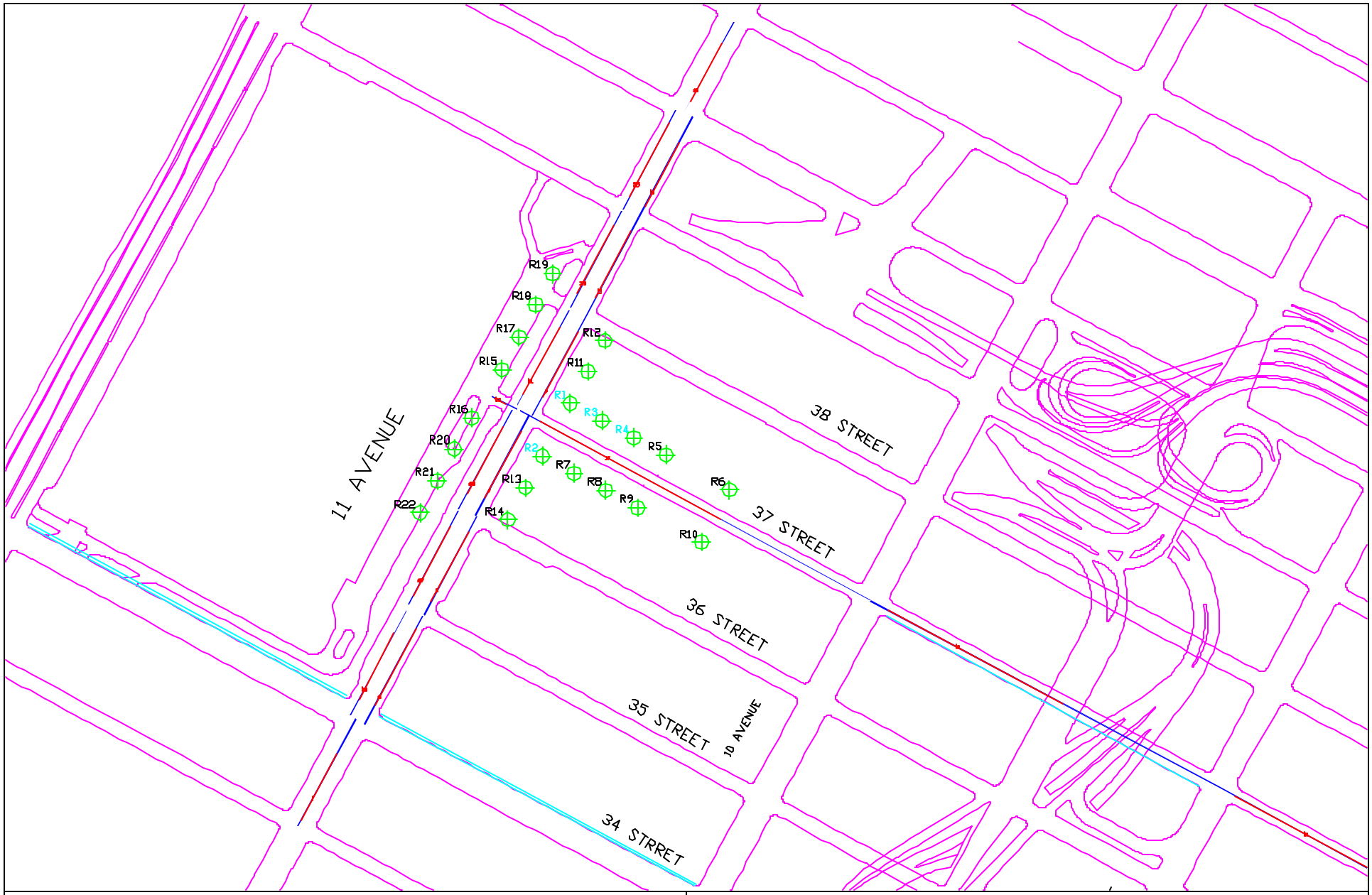


R1 - Receptor

3 - Free Flow Link

- Qeue Link

File name: 3S1A15.dwg	
Title: S3 9A & 34th ST 15M	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 61'

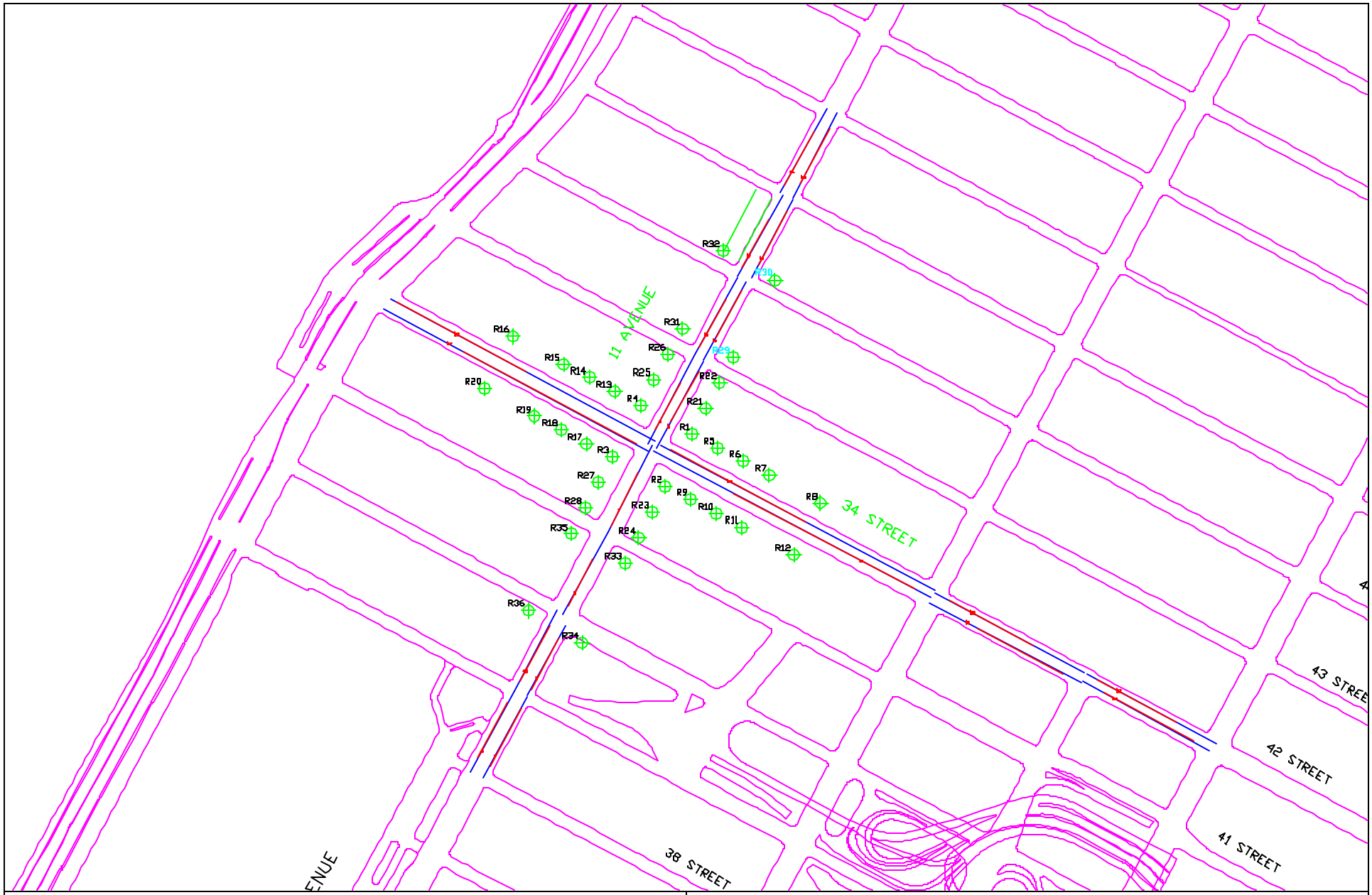


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 4S1A15.dwg	
Title: S4 11 Ave & 37th ST 15M	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 93'

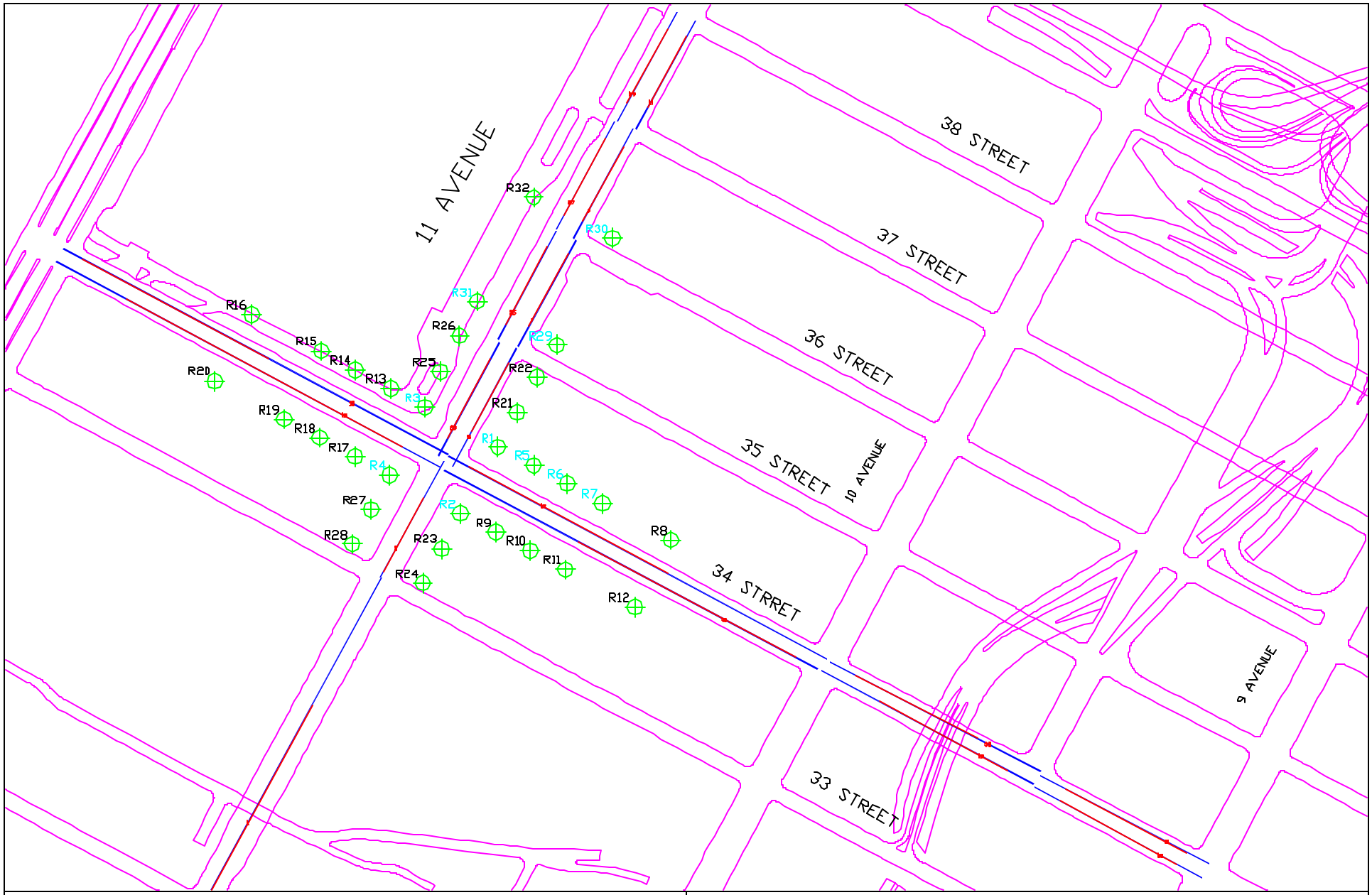


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: S10EXAM.dwg	
Title: 8th Ave @ 42nd St	
Created by: MW	PBQD Inc.
Date: 10/02/2003	Scale 1'' : 58'



R1 - Receptor

3 - Free Flow Link

- Qeue Link

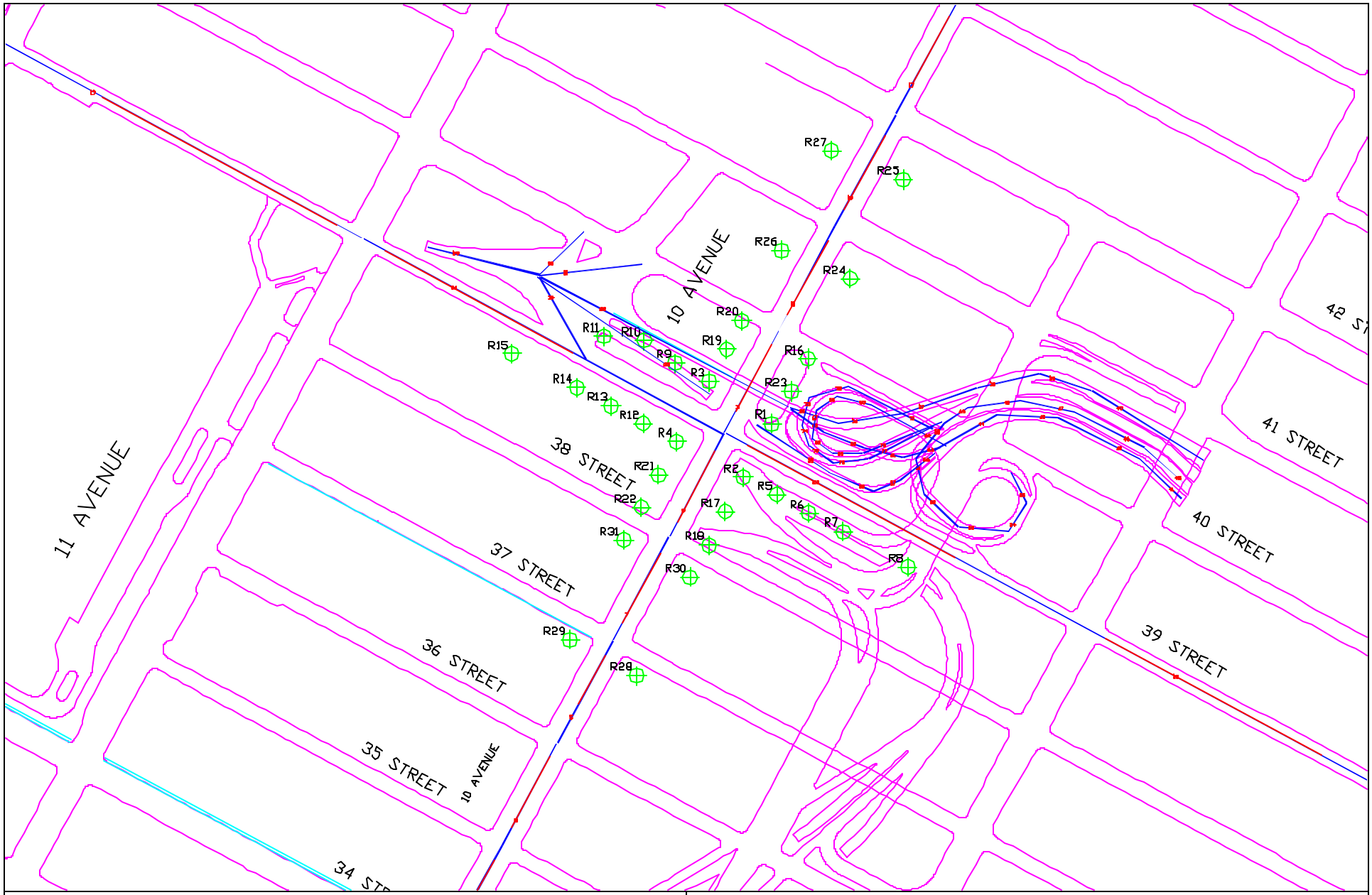
File name: 6S1A15.dwg	
Title: S6 11 Ave & 34th ST 15M	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 85'

R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 7S1A15.dwg	
Title: S7 10th Ave & 34th ST 15M	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 68'

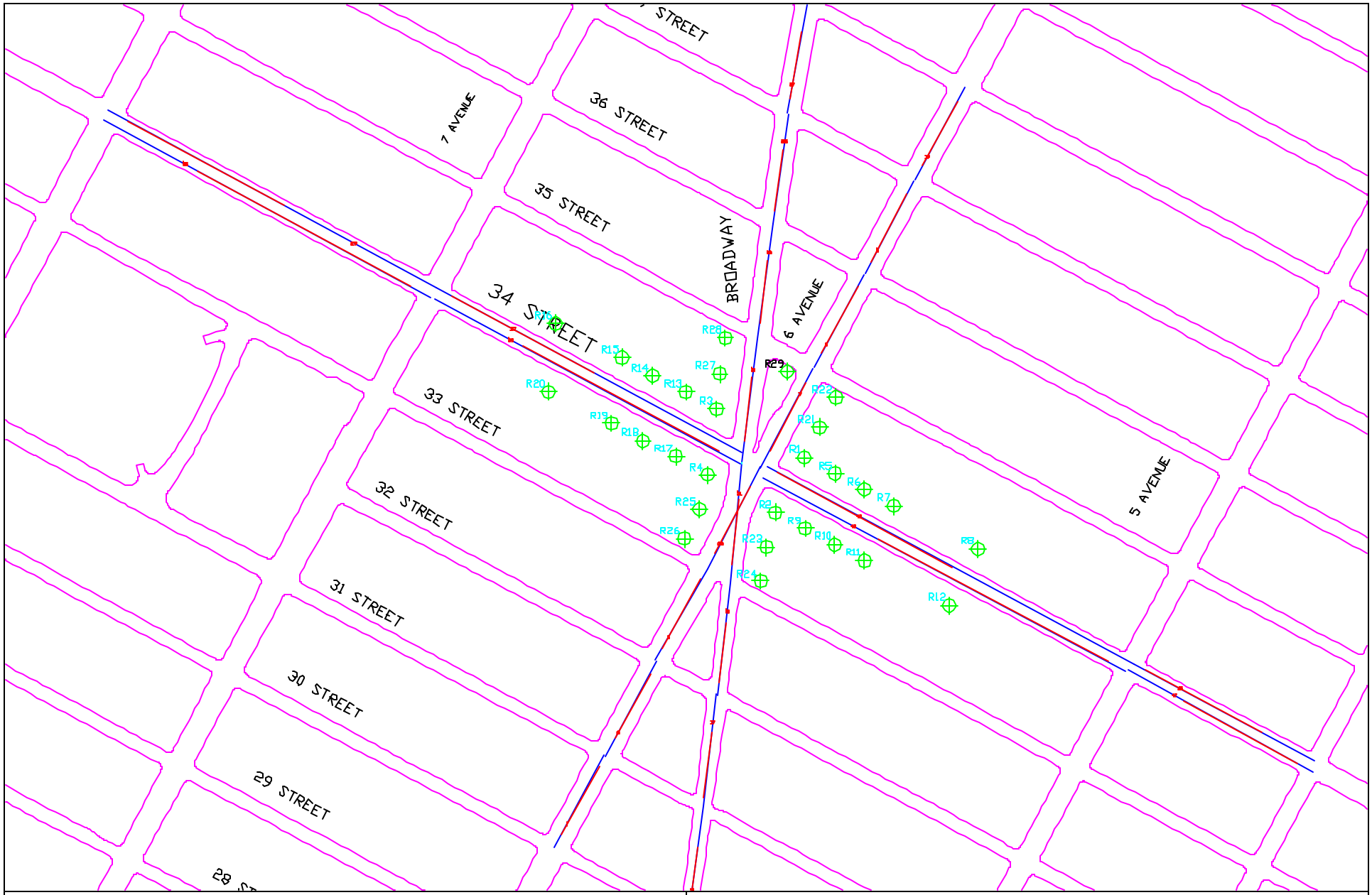


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 8S1A15.dwg	
Title: S8 Lincoln Tunnel 15M	
Created by: PB	PBQD Inc.
Date: 03/17/2004	Scale 1'' : 72'

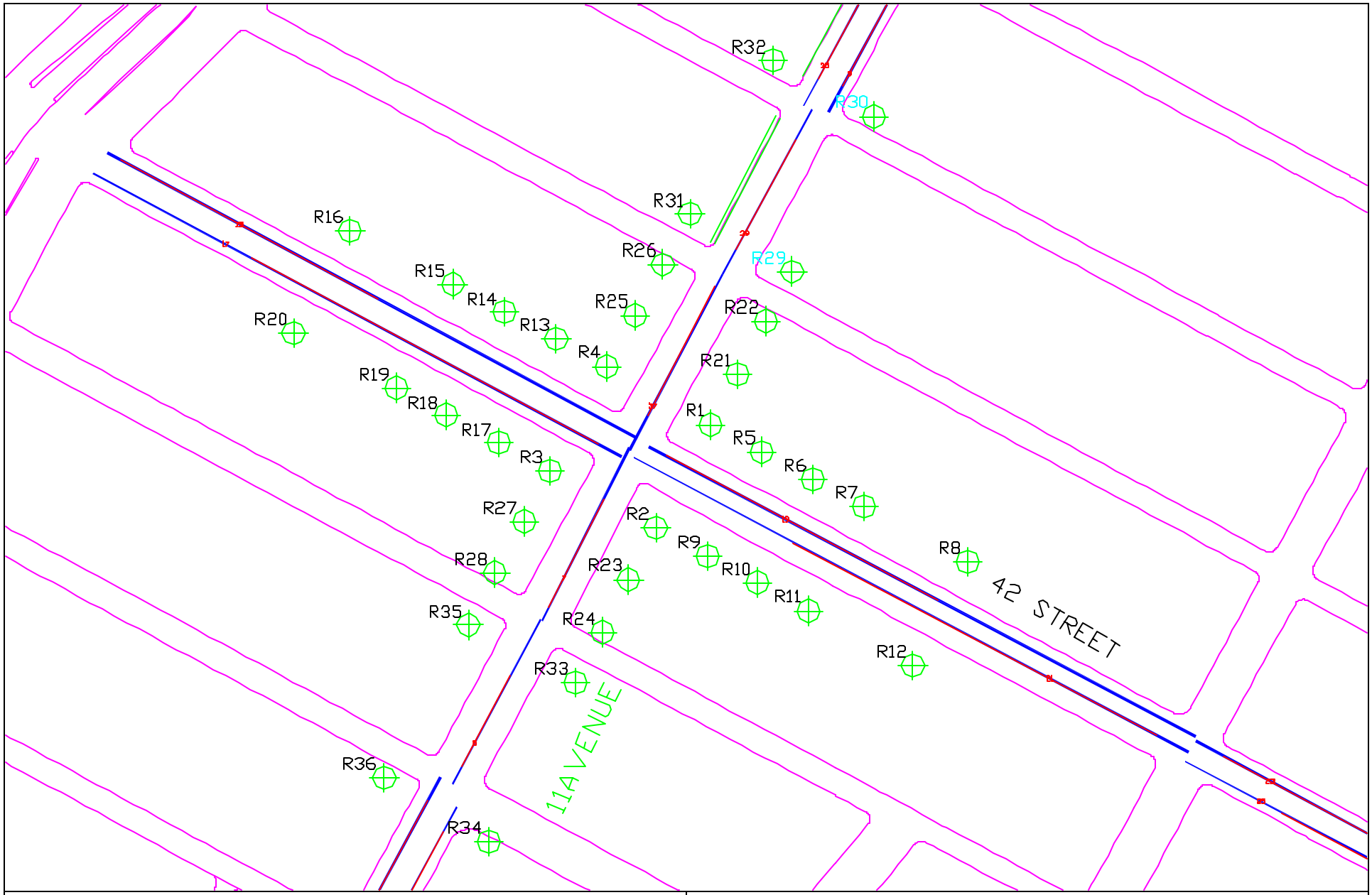


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 9S1A15.dwg	
Title: S9 Herald Square	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 69'

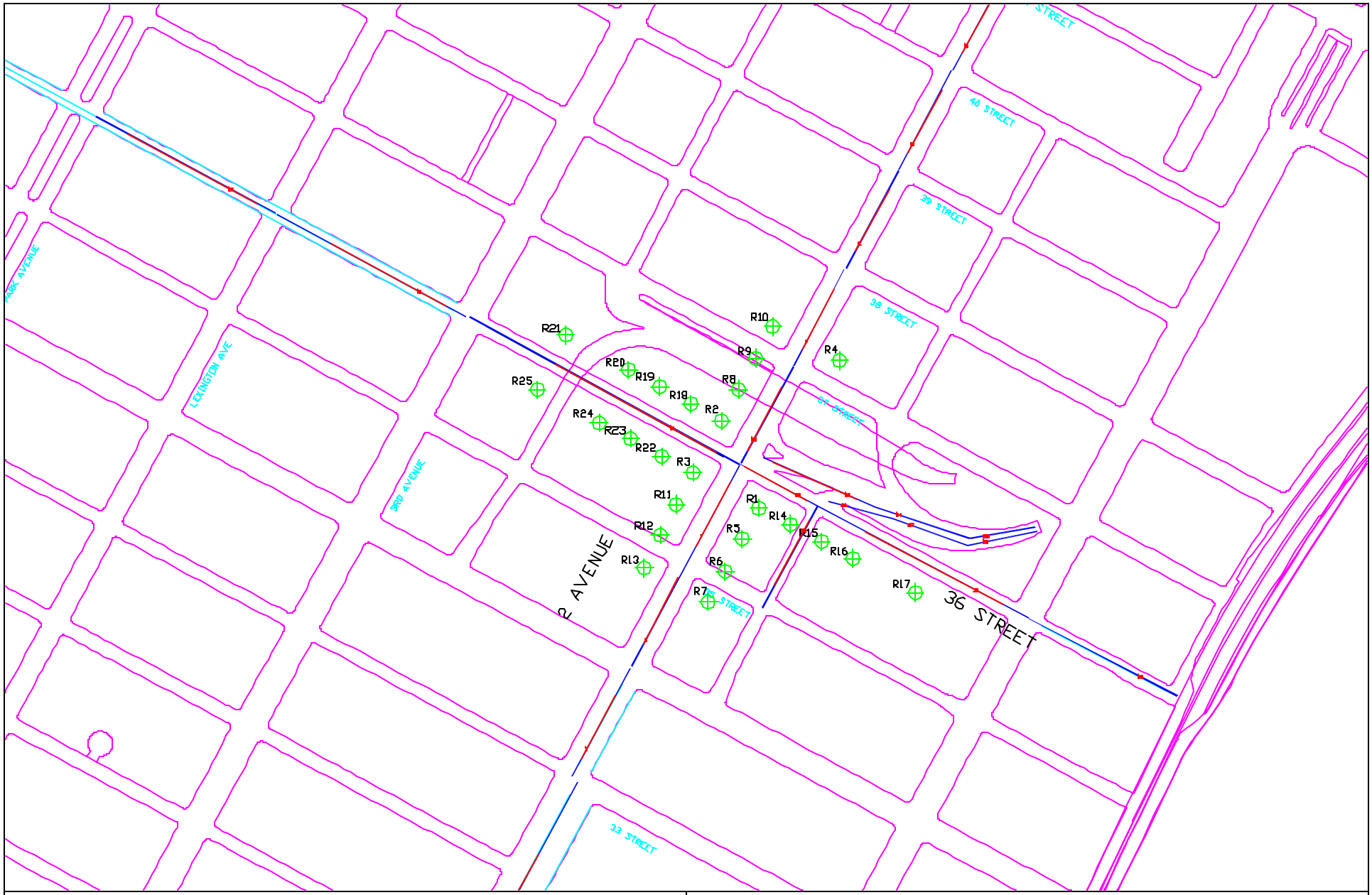


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 5S1P15.dwg	
Title: 11TH AVE & 42ND STREET	
Created by: MW	PBQD Inc.
Date: 10/15/2004	Scale 1'' : 58'

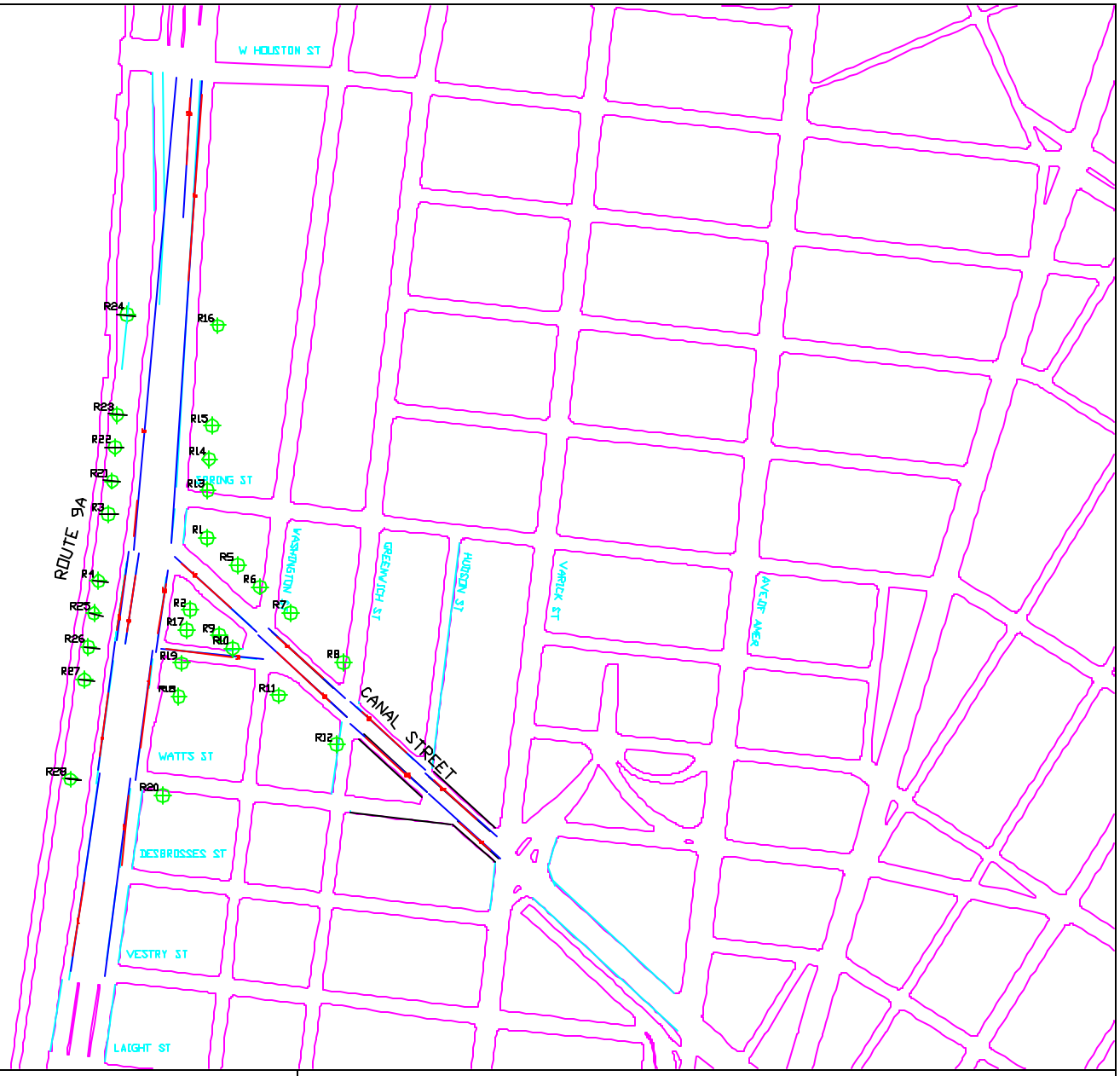


R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 11S1A15.dwg	
Title: S11 2nd Ave & 36th ST 15M	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 70'



R1 - Receptor

3 - Free Flow Link

- Queue Link

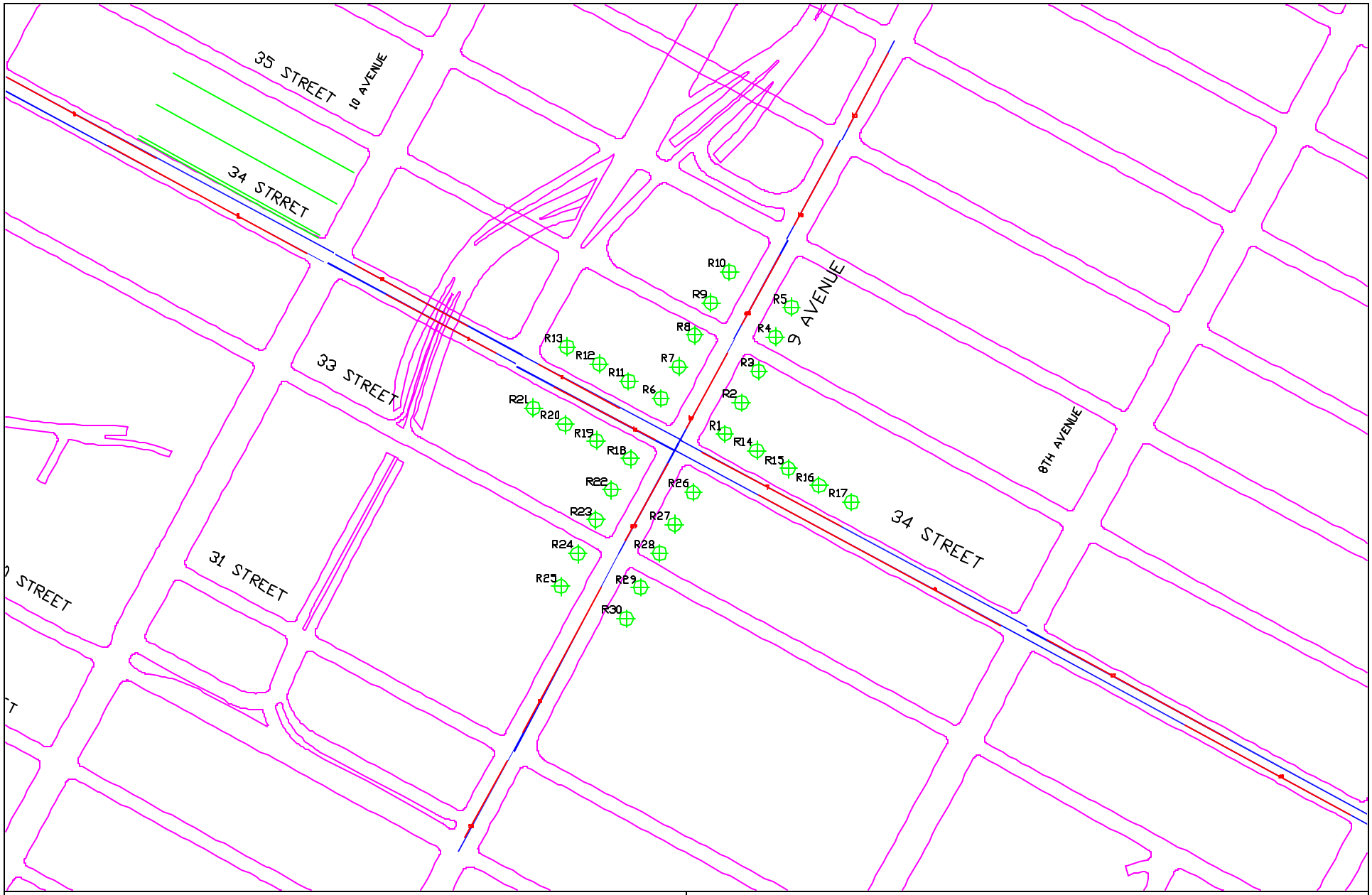
File name: 12S1A15.dwg	
Title: S12 9A & Canal ST 15M	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale

R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 13SA15.dwg	
Title: S13 10 Ave & 42nd ST 15M	
Created by: PB	PBQD Inc.
Date: 02/09/2004	Scale 1'' : 64'

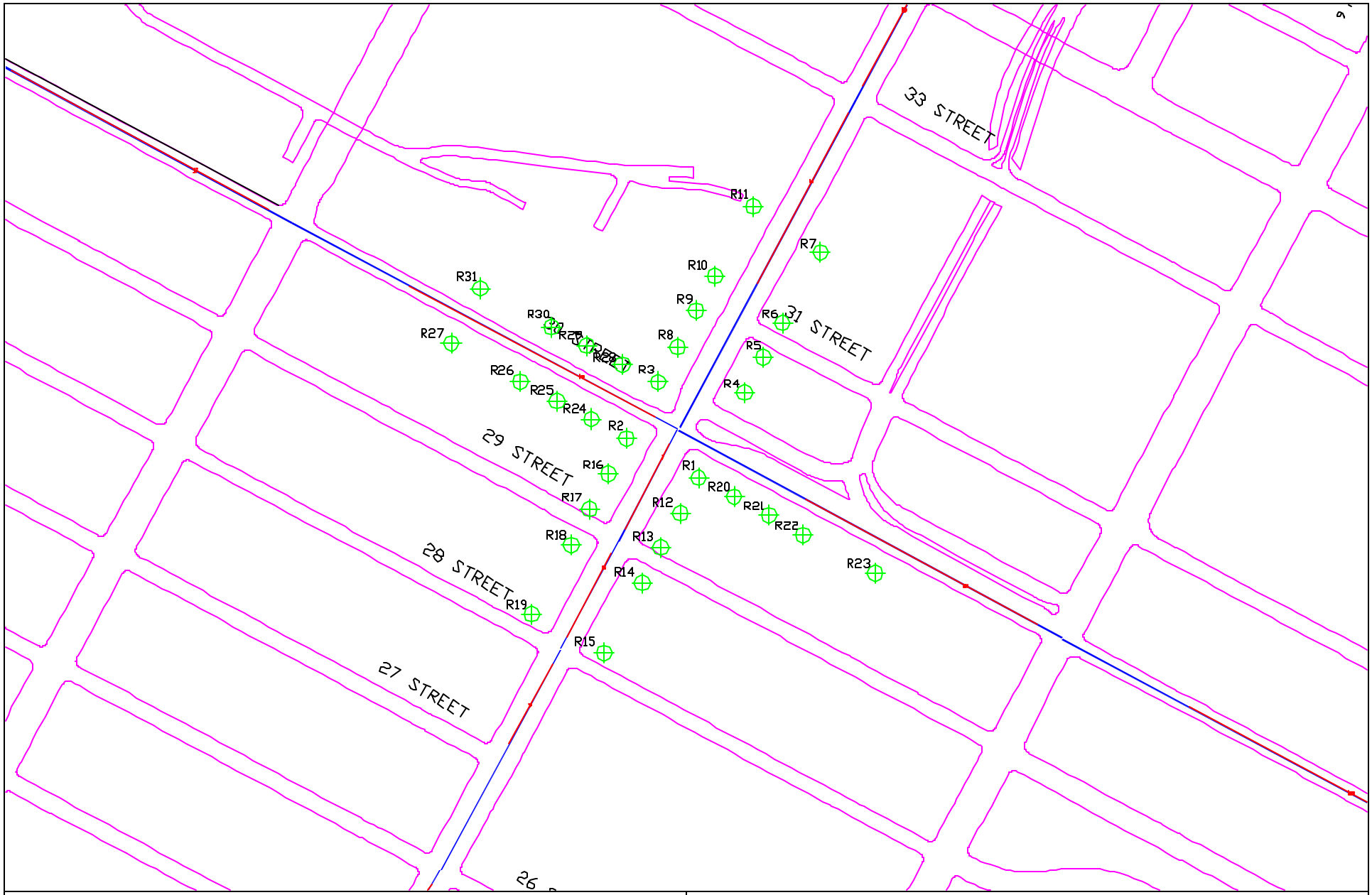


R1 - Receptor

3 - Free Flow Link

- Qeue Link

File name: 14S1A15M.dwg	
Title: S14 9 AVE @ 34 ST 15M	
Created by: PB	PBQD Inc.
Date: 03/18/2004	Scale 1'' : 84'



R1 - Receptor

3 - Free Flow Link

- Queue Link

File name: 15S1A15.dwg	
Title: S15 10TH AVE & 30TH ST	
Created by: PB	PBQD Inc.
Date: 03/24/2004	Scale 1'' : 84'

Figure S-I-1: AQ Analysis Site Screening - 2025 Build AM Period

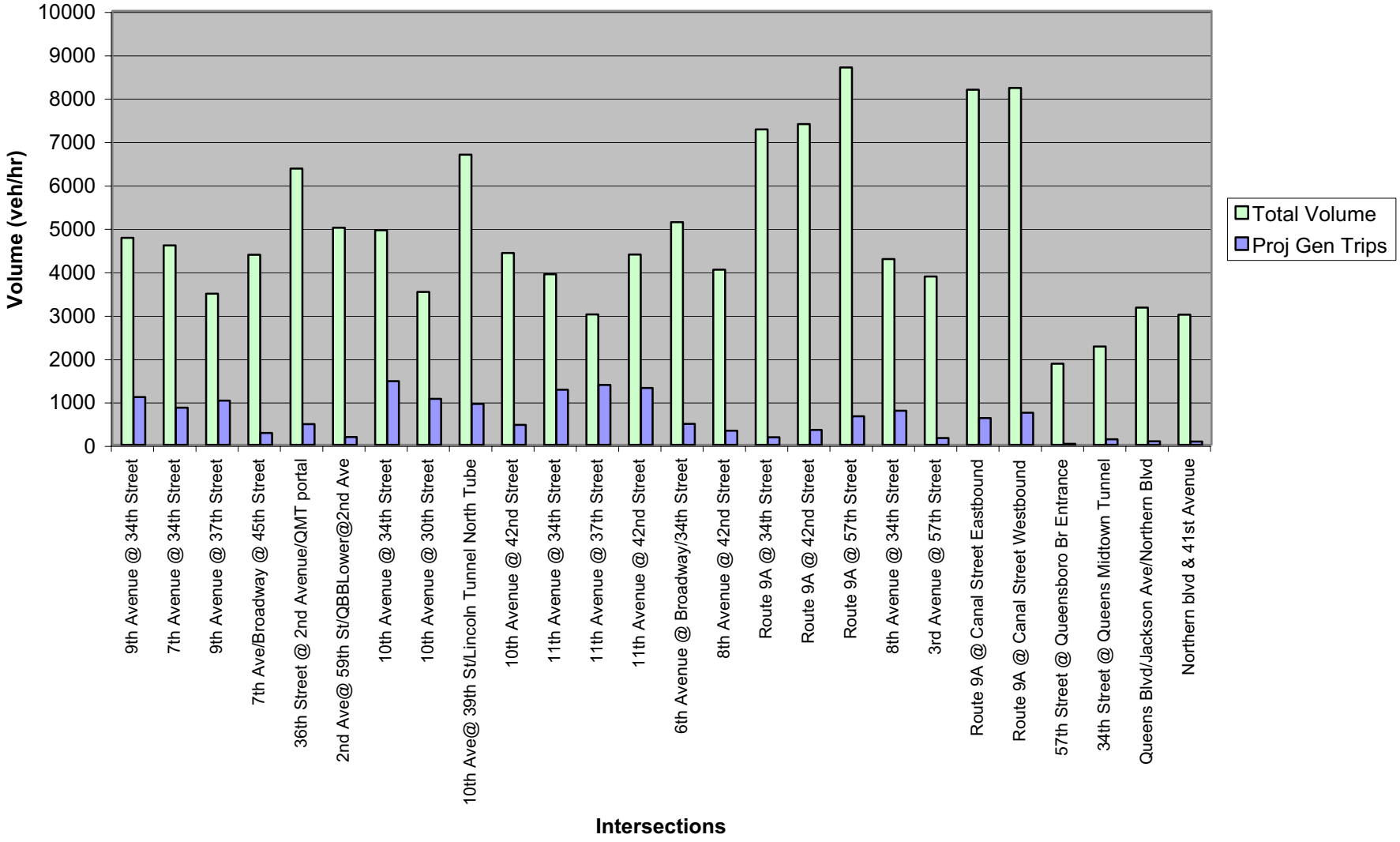


Figure S-I-2: AQ Analysis Site Screening - 2025 Build MD Period

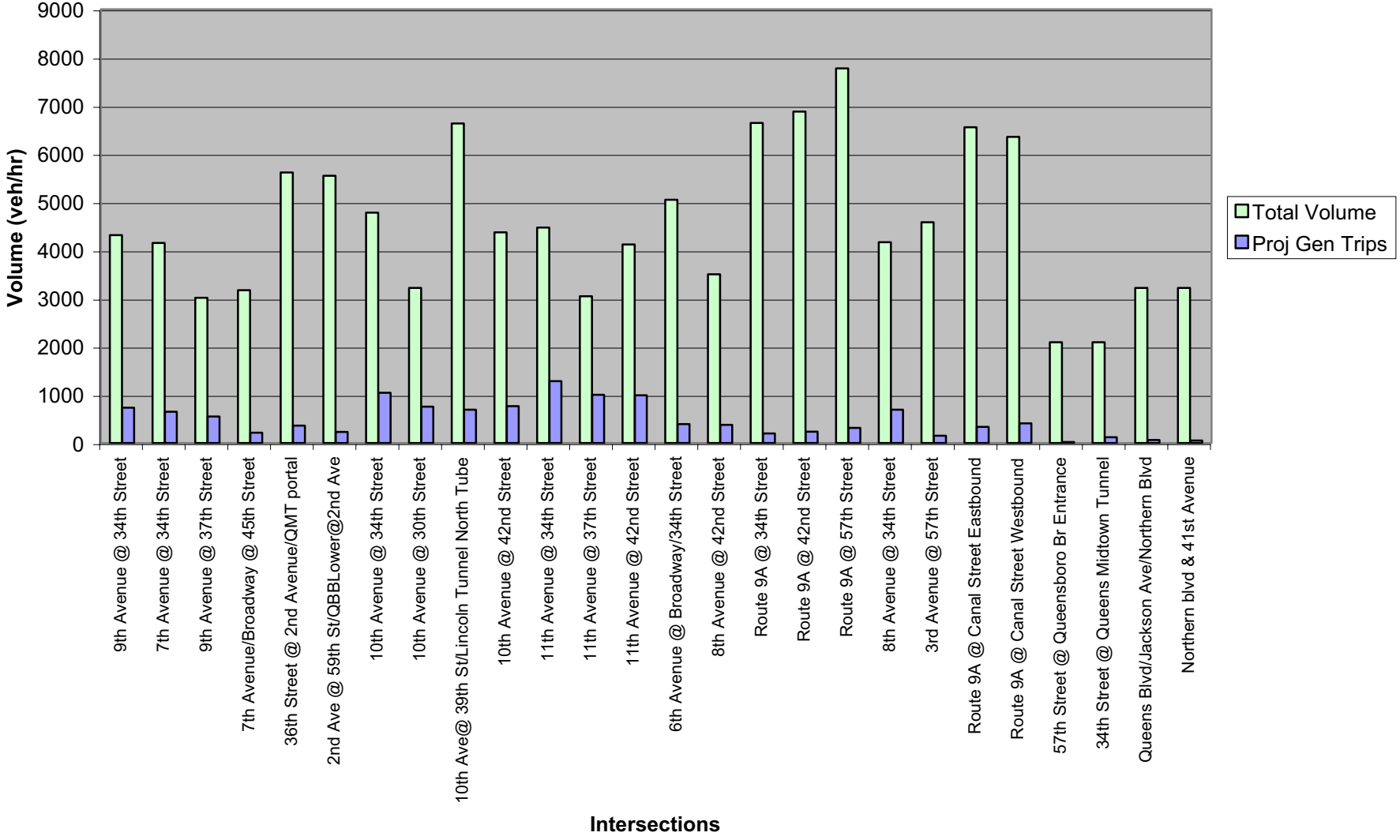


Figure S-I-3: 2025 Build - Northbound Corridors

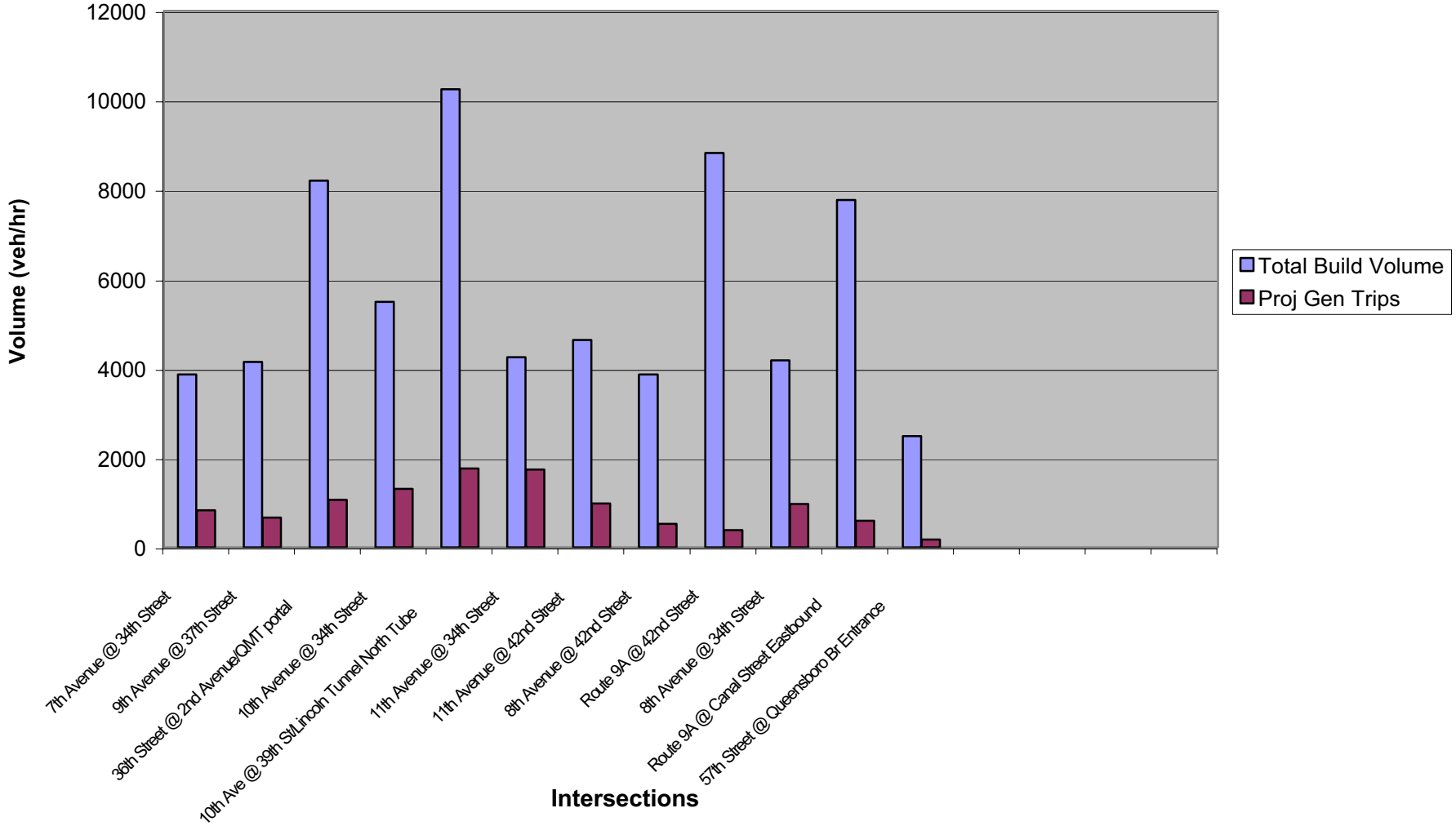


Figure S-I-4: AQ Analysis Site Screening - 2025 Build PM Conditions

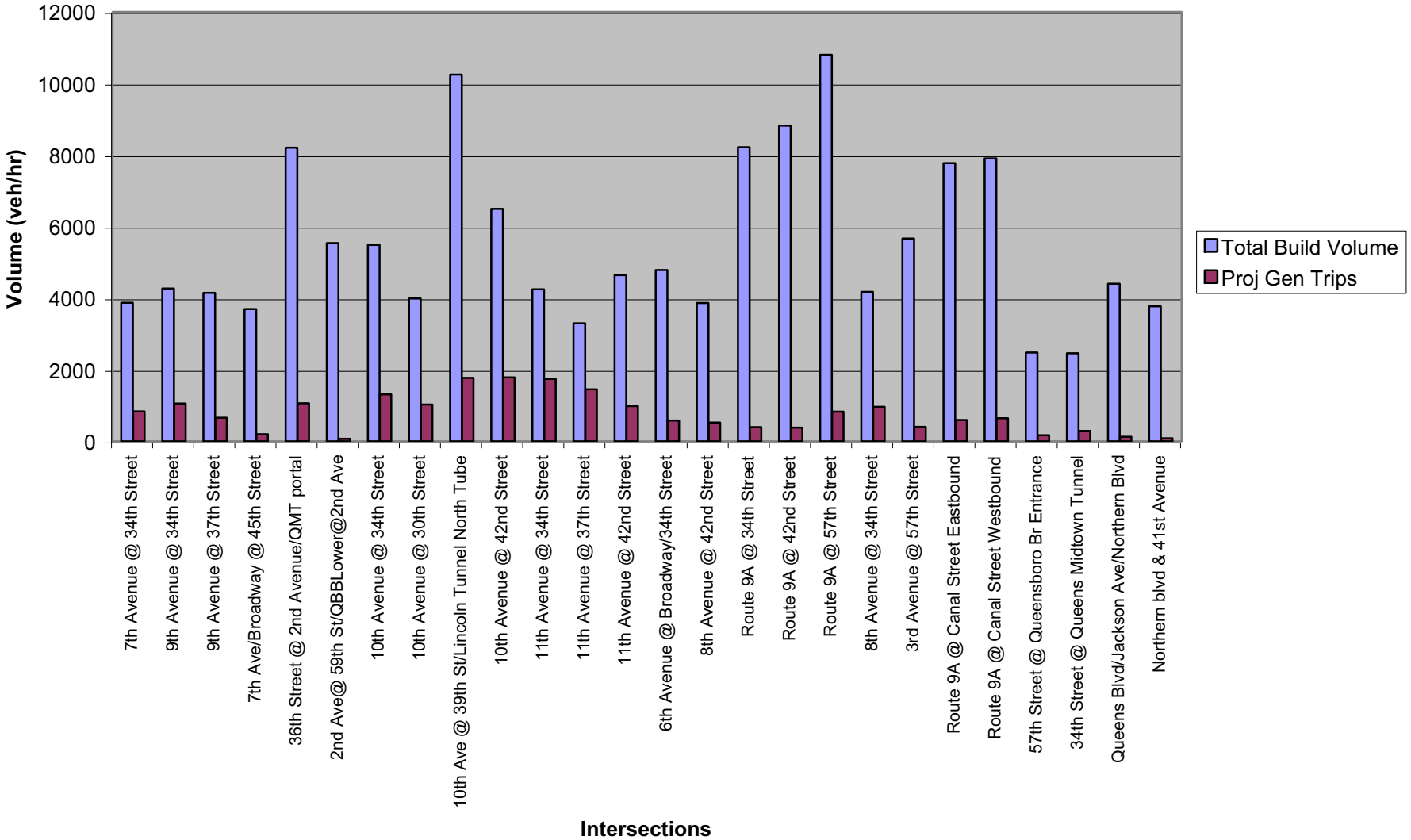


Figure S-I-5: AQ Analysis Site Screening - 2025 Build Evening Period

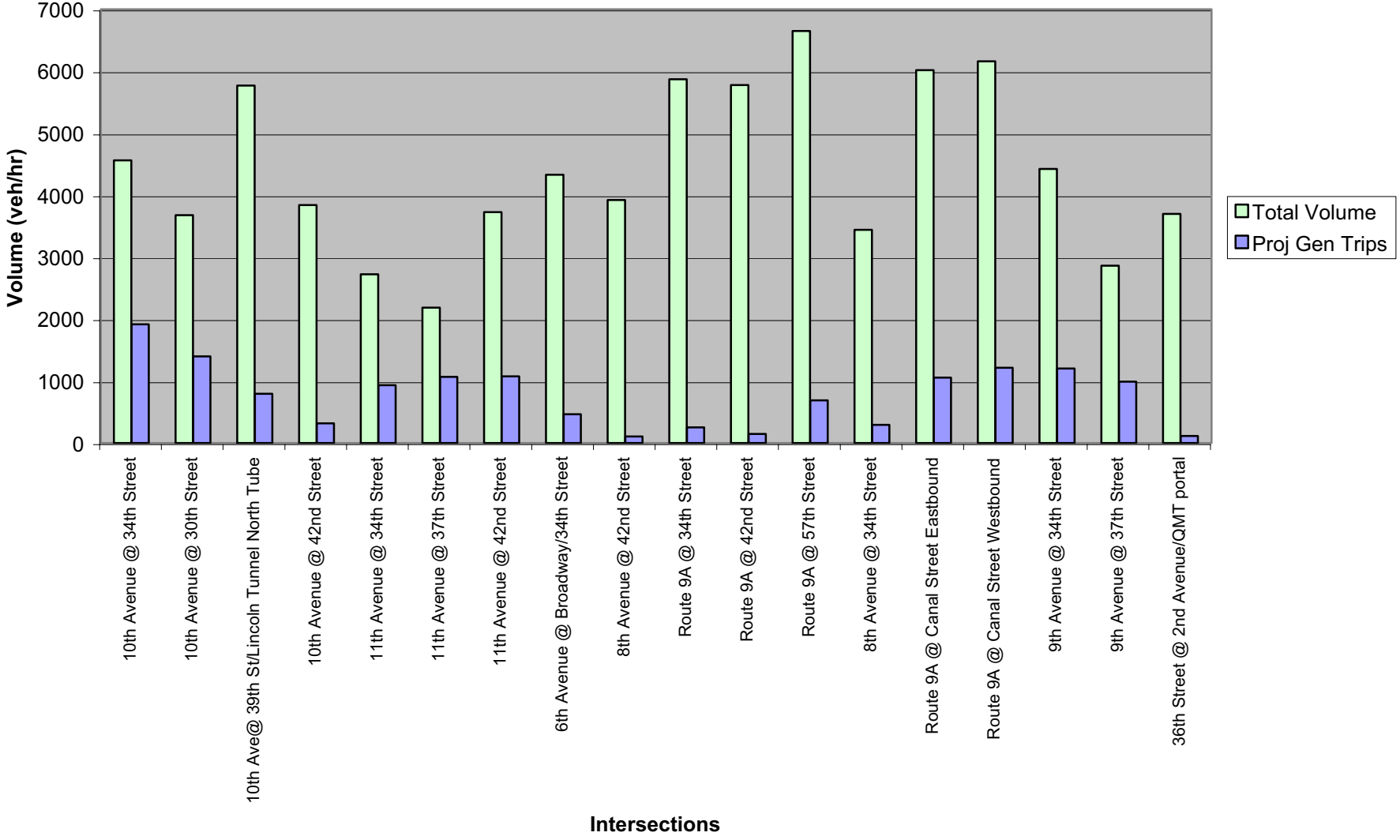
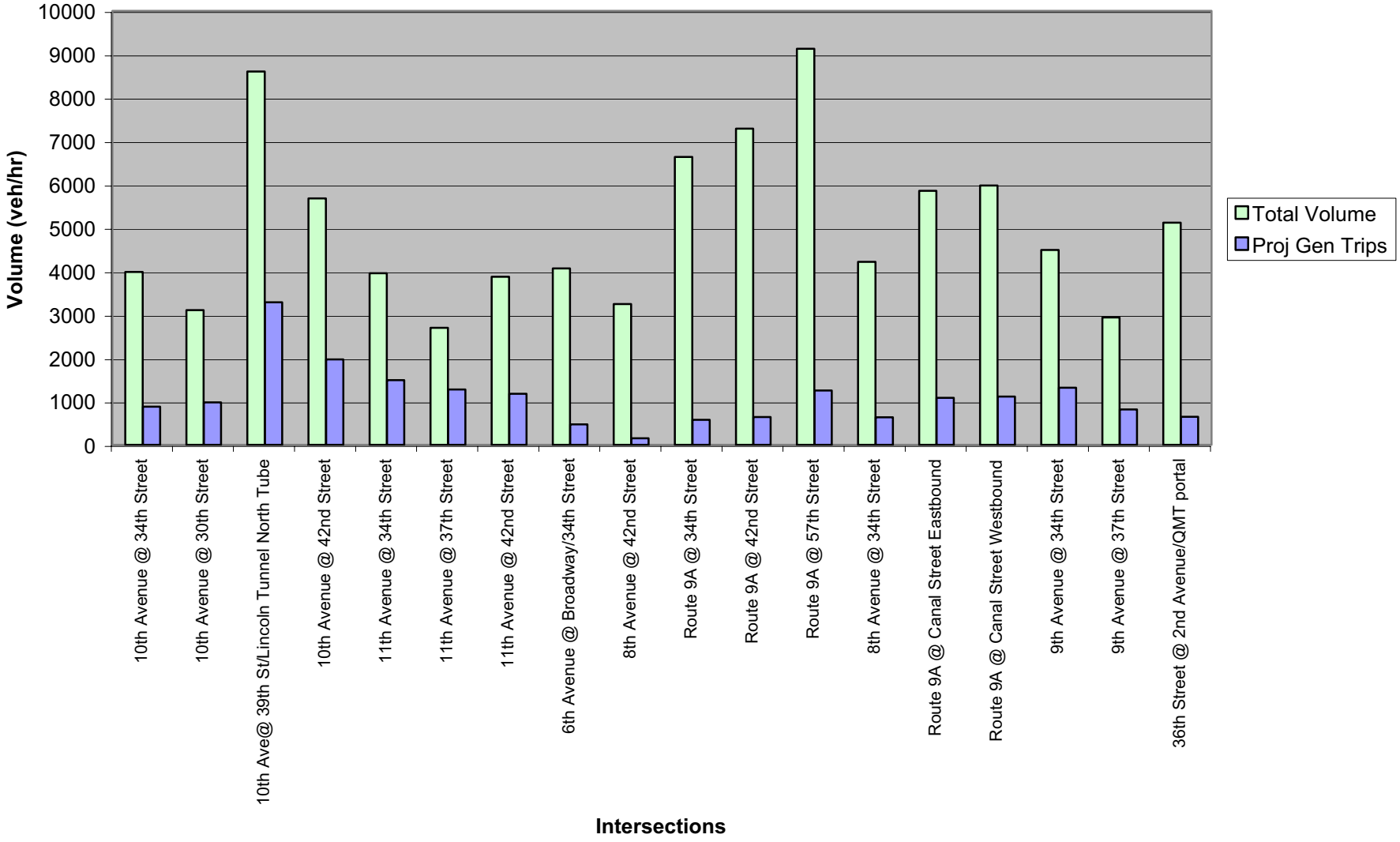



Figure S-I-6: AQ Analysis Site Screening - 2025 Build Sunday Period