Enclosure 1

General Air Conformity Analysis NO<sub>x</sub> and VOC Emissions from Construction Activities Bell Bend Nuclear Power Plant, Revision 1, January 2012



Submitted to: PPL Bell Bend, LLC Submitted by: AECOM Chelmsford, MA Project No. 60136677 Rev. 1 January 2012

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Environment

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# General Air Conformity Analysis NO<sub>X</sub> and VOC Emissions from Construction Activities Bell Bend Nuclear Power Plant

Prepared By

Ian Miller and William Groot

d By Robert Iwanchuk

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## 1.0 Introduction

PPL Bell Bend, LLC is proposing to construct and operate a new nuclear power unit, the Bell Bend Nuclear Power Plant ("BBNPP") adjacent to the existing Susquehanna Steam Electric Station in Luzerne County, Salem Township, Pennsylvania. The new unit will have a net electric generation capacity of about 1,600 megawatts.

Pursuant to the General Conformity Requirements under 40 CFR 93.150 et seq, the Nuclear Regulatory Commission (NRC) as the lead federal agency is required to make a conformity determination with regard to the proposed construction and operation of BBNPP. The General Conformity Rule applies only in locations designated in 40 CFR Part 81 as maintenance or nonattainment areas for any criteria air pollutant. As shown in Figure 1-1, the BBNPP project site in Luzerne County, Pennsylvania is located within the Scranton-Wilkes Barre maintenance area for the 8-hour ambient ozone standard. As such, construction-related emissions of ozone precursors, i.e., oxides of nitrogen (NO<sub>x</sub>) and volatile organic compounds (VOC) from both direct and indirect project-related emissions have been evaluated to determine if annual emissions of these pollutants during the years of construction are above the applicable tonnage thresholds for applicability of General Conformity requirements. The applicable de minimis thresholds are 100 tons per year of NO<sub>x</sub> and 50 tons per year of VOC emissions per 40 CFR 93.153.

In accordance with the definition of indirect emissions in §93.153, only emissions "that are caused or initiated by the Federal action and originate in the same nonattainment or maintenance area but occur at a different time or place as the action" are included in the estimate of emissions for General Conformity purposes. As such, motor vehicle emissions outside of the Scranton-Wilkes Barre ozone maintenance area are not included in this study.

Note that <u>operation</u> of BBNPP will not result in significant generation of NO<sub>x</sub> emissions, or significant releases of VOCs. Typical sources of NO<sub>x</sub> during operation of BBNPP will include vehicle operations (mobile sources) and periodic operation of diesel generators that are used to provide backup power (stationary sources). Emissions of NO<sub>x</sub> and VOCs from BBNPP stationary source operations will be subject to restrictions imposed under the Plan Approval process for minor source permitting in Pennsylvania. Potential NO<sub>x</sub> and VOC emissions from operations are projected to be below de minimis threshold values listed in 40 CFR 93.153(b). Mobile source emissions from operations were estimated by modeling the on-road emissions from commuting operational employees. Permitted emissions from the BBNPP stationary sources are expected to be less than 25 tpy of NO<sub>x</sub> and VOC. Regardless of the quantity, operational emissions are specifically excluded from the requirements for a conformity determination per the exclusion found in 40 CFR 93.153(d) for major or minor new or modified stationary sources that require a permit under the new source review (NSR) program (Section 110(a)(2)(c) and Section 173 of the Clean Air Act) or the prevention of significant deterioration permitting program (Title I, part C of the Act). Stationary sources associated with the operation of BBNPP are expected to require permitting under the PADEP's minor source permitting program.

This report documents the  $NO_x$  and VOC emissions associated with the construction of BBNPP for purposes of determining applicability to the federal Clean Air Act General Conformity Rule. Direct emissions included vehicle emissions from non-road construction equipment and engine-driven construction support equipment. Indirect activities considered in this analysis included commercial vehicles used to deliver material, equipment and commodities and worker vehicles used for commuting to and from the plant construction site. AECOM

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Revision 1 of this report contains information requested by PADEP in regards to estimation of  $NO_x$  and VOC emissions from small combustion units which are less than 50 hp in size. These small sources were specifically not included in the list of sources generated by the prospective construction firm which developed the initial construction equipment list. This revision also includes updates to the emissions calculations which affects non-road diesel emissions in Tables 3-1 and 3-2 and Appendix B Tables B-1a and B1b. As explained in Section 4.1, the emission calculation methodology has been modified to not double count load factor, which had led to underestimated emissions. Also, emission factors for pumps had been incorrectly referenced in the calculation workbook.

#### 1.1 Content of the Report

This report consists of four sections and two appendices.

Section 1 serves as an introduction to the need to provide a General Conformity Applicability Analysis.

Section 2 describes the methodology taken to provide the NRC with a breakout of safety-related emissions as defined under 10 CFR 50.

Section 3 presents the estimated direct and indirect  $NO_X$  and VOC emissions from construction of the project. This is presented for both total construction and as safety-related construction per 10 CFR 50.

Section 4 describes the emission estimation methodology for the non-road and the direct and indirect on-road mobile vehicles.

Technical references are provided in Section 5.

Appendix A contains a study prepared by Sargent & Lundy of estimated fuel consumption during construction of BBNPP. Appendix B contains emissions calculations which support Tables 3-1 and 3-2 of this analysis. It is broken up into five tables which show the calculation of emissions for non-road construction equipment (denoted as B-1a and B-1b), construction commuting (Table B-2), deliveries (Table B-3), and on-road on-site vehicles (Table B-4).

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Figure 1-1 Pennsylvania 8-hour Ozone Maintenance Areas



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## 2.0 Emissions Evaluation Approach

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#### 2.1 Nuclear Regulatory Commission

Per Nuclear Regulatory Commission (NRC) regulations in 10 CFR Part 50, only certain portions of construction are considered to be under the NRC's jurisdiction. Sargent & Lundy ("S&L") PPL Bell Bend's current project/construction engineering firm prepared a study of estimated fuel usage during construction of BBNPP (Appendix A). Equipment in the fuel study includes an estimate of the fuel used to support the construction of safety-related systems, structures and components. The fuel study "was developed using preliminary site information and assumptions based on recent participation in new fossil construction, current planning for new nuclear construction and past nuclear construction experience".

The definition of construction under 10 CFR 50.2 reads as follows:

*Construction* or *constructing* means, for the purposes of §50.55(e), the analysis, design, manufacture, fabrication, quality assurance, placement, erection, installation, modification, inspection, or testing of a facility or activity which is subject to the regulations in this part and consulting services related to the facility or activity that are safety-related.

Additional delineation of construction versus "pre-construction" activities is found under 10 CFR 50.10(a)(1) and (2) under limited work authorization. These are paraphrased below.

(1) Activities constituting construction are the driving of piles, subsurface preparation, placement of backfill, concrete, or permanent retaining walls within an excavation, installation of foundations, or in-place assembly, erection, fabrication, or testing, which are for: safety-related structures, systems, or components (SSCs)

(2) Construction does not include: Site exploration, preparation of a site for construction of a facility, including clearing of the site, grading, installation of drainage, erosion and other environmental mitigation measures, and construction of temporary roads and borrow areas; excavation; erection of support buildings building of service facilities

S&L has determined the portions of construction operations which would qualify as safety-related. In determining the construction emissions as defined in 10 CFR Part 50.2 and Part 50.10, certain groups of activities were lumped together as safety-related whereas other cases only have specific safety-related equipment/activities. Portions of construction activities (as indicated in Appendix A) which are indicated as safety-related include:

- Structural Concrete (50% safety-related)
- Switchyard (25%)
- Superstructure & Structural Steel (40%)
- Mechanical and Electrical Installation (50%)
- Soil Compaction (10%) for Powerblock

Total estimated fuel use for an activity was multiplied by the percentage of work estimated to be safetyrelated to determine the quantity of fuel used to construct the safety-related portions of that activity. Emissions from equipment associated with safety-related activities are estimated separately from the overall emissions estimate. The safety-related construction emissions are found in Tables B-1b and Table B-4 in Appendix B. Report

## 3.0 Emissions Estimates

The evaluation of the emissions associated with construction of the plant is the aggregate of non-road and on-road direct and indirect emissions. Non-road emissions were estimated using NONROAD2008a model methodology and on-road emissions were estimated using EPA's MOVES2010a model. AECOM incorporated these two models and applied them to determine the emissions.

### 3.1 Construction/Pre-Construction Emissions

Table 3-1 presents the total estimated  $NO_x$  and VOC emissions calculated for each year of construction within the Scranton-Wilkes Barre ozone maintenance area. As seen in Figure 1-1, BBNPP is located in the Scranton-Wilkes Barre 8-hour ozone maintenance area, but is also close to the Reading and Allentown-Bethlehem-Easton maintenance areas. Vehicle emissions from these other ozone maintenance areas are not included in the calculations as they fall outside of the definition of indirect emissions as noted in Section 1.0.

From Table 3-1, annual NO<sub>X</sub> emissions are estimated to be greater than the 100 ton conformity threshold in each of the first four construction years. Annual VOC emissions are estimated to be less than the 50 ton conformity threshold in each of the seven construction years.

Table 3-2 presents a breakout of safety-related construction emissions as defined under 10 CFR Part 50 – Domestic Licensing for Production and Utilization Facilities. Emissions reported in Table 3-2 are based on equipment types expected to perform safety-related construction activities as defined in 10 CFR 50. For example activities excluded are direct and indirect emissions from on-road motor vehicles (except concrete trucks) and site preparation equipment (except some soil compaction and concrete placement). The S&L Fuels Report provided the percentage of fuel utilization for each individual piece of equipment and the percentage utilization for safety-related activities.

As stated previously, the emissions in Table 3-2 represent the best estimate of construction emissions as defined by 10 CFR Part 50 and an estimate of associated fuel utilization. Based on the NRC definition of construction and estimated fuel utilization by S&L, Table 3-2 shows no exceedances of the conformity threshold for  $NO_x$  or VOC.

### 3.2 Operational Emissions

As noted in Section 1, the operational emissions from BBNPP stationary sources will require permitting under the PADEP's Plan Approval permitting process. As such, these emissions are specifically excluded from the requirements for a conformity determination per the exclusion found in 40 CFR 93.153(d).

The only other emissions of NO<sub>x</sub> and VOC from BBNPP operations are indirect emissions associated with vehicular emissions from employee traffic. As stated in the preliminary traffic impact study prepared in September 2011 (Reference 1), 363 permanent employees are expected once BBNPP begins operations resulting in at most 363 additional round trips. This is similar to the round trips estimated for the construction workforce in Years 2 (423 round trips) and 7 (308 round trips) but well below the estimated 3,039 peak daily round trips during years 4 and 5 of construction.

Using similar assumptions as with the construction workforce, emissions from indirect operational employee commuting are expected to be only 3.5 tons/yr of NO<sub>X</sub> and 1.1 tons/yr of VOC in the Scranton Wilkes-Barre maintenance area. These levels are well below the respective applicability thresholds of 100 tons/yr NO<sub>X</sub> and 50 tons/yr VOC.

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			N	Dx			VOC											
				On-site		Exceeds				On-site		Exceeds						
	All non-		Comm. &	on-road		conformity	All non-		Comm. &	on-road		conformity						
Total	road	Workforce	const.	mobile	Total NOx	threshold?	road	Workforce	const.	mobile	Total VOC	threshold?						
Const.	diesel	commuting	deliveries	engines	(Tons)	(Yes/No)	diesel	commuting	deliveries	engines	(Tons)	(Yes/No)						
Year 1	123.1	1.0	1.4	1.6	127.1	Yes	9.4	0.3	0.1	0.2	10.0	No						
Year 2	121.8	3.7	25.5	3.8	154.8	Yes	8.9	1.1	1.4	0.6	12.0	No						
Year 3	81.7	11.4	27.2	5.7	125.9	Yes	5.6	3.1	1.5	0.9	11.1	No						
Year 4	80.5	22.3	7.9	5.2	115.9	Yes	5.5	4.8	0.4	0.8	11.5	No						
Year 5	38.0	22.3	4.3	3.7	68.3	No	2.6	4.8	0.2	0.6	8.2	No						
Year 6	14.3	11.7	2.4	1.4	29.7	No	1.1	3.2	0.1	0.2	4.6	No						
Year 7	17.5	2.3	2.3	1.2	23.4	No	1.5	0.6	0.1	0.2	2.5	No						

Table 3-1 BBNPP Total Construction Emissions within the Scranton-Wilkes Barre Ozone Maintenance Area

Includes activities not defined as construction under 10 CFR 50.

### Table 3-2 BBNPP 10 CFR 50 Construction Emissions within the Scranton-Wilkes Barre Ozone Maintenance Area

			NC	Dx	VOC										
				On-site		Exceeds				On-site	Safety	Exceeds			
Safety	All non-		Comm. &	on-road	Safety	conformity	All non-		Comm. &	on-road	Related	conformity			
Related	road	Workforce	const.	mobile	Related	threshold?	road	Workforce	const.	mobile	VOC	threshold?			
Const.	diesel	commuting	deliveries	engines	NOx (Tons)	(Yes/No)	diesel	commuting	deliveries	engines	(Tons)	(Yes/No)			
Year 1	0.1	0	0	0	0.1	No	0.0	0	0	0	0.0	No			
Year 2	4.1	0	0	0.8	4.9	No	0.3	0	0	0.1	0.4	No			
Year 3	15.8	0	0	0.9	16.8	No	1.1	0	0	0.1	1.2	No			
Year 4	29.3	0	0	0.7	30.0	No	2.0	0	0	0.1	2.1	No			
Year 5	13.2	0	0	0.5	13.7	No	0.9	0	0	0.1	1.0	No			
Year 6	4.6	0	0	0.2	4.8	No	0.3	0	0	0.0	0.3	No			
Year 7	3.4	0	0	0.2	3.6	No	0.3	0	0	0.0	0.3	No			

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## 4.0 Emission Estimation Methodology

Sargent and Lundy ("S&L"), PPL Bell Bend's current project/construction engineering firm, was responsible for developing an estimate of fuel-burning equipment (non-road and on-road) needed to construct the proposed BBNPP. S&L provided an equipment schedule with equipment sizes, estimated annual hours of operation by equipment type, and estimated quantities of materials delivered. As previously mentioned in Section 2, this list was then used to develop a safety- related construction list of equipment. Emissions calculations based on this equipment along with indirect  $NO_X$  and VOC emissions are presented in Appendix B.

#### 4.1 Emissions from Non-Road Equipment

Emissions from non-road equipment (mobile, portable, and stationary fuel-burning equipment) were estimated using EPA's NONROAD2008a model and methodology (References 2-5). S&L provided a study of fuel consumption from construction equipment engines with horsepower and annual hours of operation by equipment type. AECOM developed a spreadsheet -based approach to estimate non-road engine emissions based on the NONROAD model guidance and NONROAD model data files. This allows the emissions estimates to be thoroughly checked and allows transparency to how emissions are developed.

Applicable engine tiers for this analysis were based on the estimated tiers as indicated in the S&L fuel study. No gasoline engines greater than 50 hp were assumed as part of the S&L study. The applicable SCC codes for equipment were chosen (based on engine duty and fuel type) from the list in Appendix A of Reference 4. This cross reference allowed AECOM to match equipment from S&L's list to the NONROAD data files which contain the steady-state pollutant emission factors and load factors.

The equation involved in determining the non-road construction emissions is as follows (from Page 1 of Reference 4):

$$EF_{adj} = EFss * DF$$

Equation 1

 $EF_{adj}$  = Final emission factor used in model after adjustments to account for deterioration (g/hp-hr) EFss = NONROAD2008a steady-state emission factor (g/hp-hr)

DF = Deterioration factor

The deterioration factor (DF) is a function of the technology type and age of the engine.

The NONROAD methodology addresses the effects of deterioration in the engines by multiplying the steady-state emission factor for each category of engine by deterioration factor (DF). The following equation (from p 19 of Reference 3) is used to calculate DF as a function of engine age

$$DF = 1 + A * (Age factor)^{b}$$
 for  $Age Factor \leq 1$ 

Equation 2

**Equation 3** 

DF = 1 + A for Age Factor > 1

Where Age factor = fraction of median life expended = (cumulative hours \* load factor) / median life at full load, in hours.

A = constants for a given pollutant / technology type

 $b \le 1$ , for most engines or 0.5 for 2-stroke engines less than 25 Hp

Deterioration is capped at the end of an engine's median life (age factor = 1), under the assumption that an engine deteriorated to a point where any increased deterioration is offset by maintenance. For this analysis, all age factors were set to 1 ("fully deteriorated") in order to simplify the calculations.

Annual non-road emissions were estimated using the following equation from Page 1 of Reference 4

$$E_{Sta} = EF_{adj} * HP * Hours * Load Factor * \frac{Ton}{2000 \, lb} * \frac{lb}{453.6 \, g}$$
 Equation 4

E<sub>Sta</sub> = Annual stationary source emissions in tons

 $EF_{adi}$  = Final adjusted emission factor (g/hp-hr)

HP = Rated horsepower hp

Hours = Annual operating hours of the equipment

Load Factor = fraction of available rated power (set equal to 1.0 for all equipment for this analysis)

This equation was used for each non-road engine. The Caterpillar 627G scraper is the only piece of construction equipment which uses a dual engine setup. It contains an additional engine in the rear of the body. For this piece of equipment, the calculation was carried out once for each separate engine.

The load factor is an adjustment included in the model to avoid grossly over counting emissions. It is the average fraction of the rated power of an engine that is expected to be actually used in annual operation. This factor takes into account idling, partial load operation, and transient operation. For instance, a 100 hp diesel powered crane has a load factor of 0.43 from the NONROAD data table based on the SCC code. This means that in normal operation, the crane is expected to use an average of 43 hp for every available 100 hp capacity. These factors are based on surveys of equipment users. S&L has included load factors which account for partial load operation and idling. The operating hours in Appendix A reflect this "effective operating time". For this reason, the load factor in Equation 4 was set to equal 1, so as to not underestimate emissions by double counting the load factors.

One final adjustment that is special to VOC is the conversion from total hydrocarbons (HC). The NONROAD model steady-state emission factors are all in terms of HC. This is so the model has a common basis to output emissions in terms of VOC, total organic gasses (TOG), or non-methane hydrocarbons (NMHC). Reference 5 gives the conversion from HC to VOC as 1.053 for diesel engines.

### 4.1.1 Small Equipment <50 HP

Small construction equipment less than 50 HP is typically brought on-site as an as-needed basis to perform discrete tasks where larger equipment may be too large or too powerful. Classes of small equipment which would be needed at the site are portable welders, plate compactors, cable winches/pullers, chainsaws, pumps, air compressors, and small generators to power portable lighting rigs.

Although not explicitly included in the emissions calculations, these small equipment are expected to contribute in the neighborhood of 5% of the overall NO<sub>X</sub> and 15% of the overall VOC emissions<sup>1</sup> during peak construction. This estimate is based on construction plans of a similar nuclear power plant in Maryland. Since small equipment is less capital intensive to purchase, this class of equipment is more likely to be of more recent vintage with a higher EPA Tier rating. Addition of this estimate for small

<sup>&</sup>lt;sup>1</sup> The difference between the NO<sub>X</sub> and VOC estimates is mainly due to gasoline combustion which has higher VOC emission factors. The VOC percentage is also larger since the total VOC emissions are smaller than NO<sub>X</sub>.

combustion equipment does not change the applicability results for  $NO_X$  or VOC as reported in Section 3.

#### 4.2 On-Road Vehicles

Estimation of construction related motor vehicle emissions was calculated with EPA's MOVES2010a Vehicle Emission Modeling Software (Reference 6). The MOVES model was made available by EPA in the Federal Register on March 2, 2010, and is considered to be the most accurate and up to date emission estimation model available for on-road vehicles. This model was chosen in accordance with §93.159(b)(1) which requires that the motor vehicle emissions estimate use the most current version of the motor vehicle emissions model specified by EPA.

The activities modeled included the construction workforce commute to and from the project site, commercial and construction deliveries to the project site during the construction period, and non-road mobile sources onsite over the construction years. Both running and startup emissions were evaluated using the MOVES model. The MOVES model analysis was conducted using year specific data files for Luzerne County as made available through the PADEP. These data files included county specific meteorological data, fuel supply and formulation data, inspection & maintenance program information, and vehicle age distributions. Vehicle trip numbers and hours of operation were developed from the project's fuel consumption study, located in Appendix A. Years 1 and 2 of the construction period were calculated using 2013 as a representative year for commuting and delivery mobile source emissions purposes. Year 3 and later use 2014 as a representative year for commuting and delivery mobile source emissions for estimating mobile source emissions.

In evaluating the construction workforce commute, vehicle miles traveled ("VMT") were calculated for the roadway links leading into the project site based on the roadway trip generation split provided in the traffic analysis conducted by KLD Engineering (Reference 1) and the maximum number of workforce vehicles, per year, accessing the project site. VMT for each roadway link was calculated by multiplying the number of vehicles on the link times the length of the link, resulting in vehicle-miles traveled. Based on the speed of each roadway link, the MOVES model was then executed using the representative year correspondent to the construction year to calculate an annual average VOC and NO<sub>x</sub> emission factor for each roadway link (in grams/vehicle-mile traveled). This annual emission factor was then multiplied by the VMT for the link to determine VOC and NO<sub>x</sub> emissions as follows:

$$E_{R} = \frac{EF_{R}*VMT}{453.6\frac{B}{b}*2000\frac{1b}{ton}}$$
Equation 5

 Where: E<sub>R</sub> is the annual VOC or NO<sub>x</sub> emissions at a roadway link (tons/year) EF<sub>R</sub> is the VOC or NO<sub>x</sub> emission factor from MOVES (grams/mile-vehicle)
 VMT is the annual vehicle miles traveled on the roadway link (vehicle-miles/year) 1/453.6 is the conversion for grams to pounds 1/2000 is the conversion from pounds to tons

Summing over all roadway links in the ozone maintenance area provided total emissions of VOC and  $NO_X$  from the commute of construction workers. In addition to the emission estimates from running vehicles, emissions from vehicle start-ups were also calculated using MOVES as follows:

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$$\mathrm{E}_{\mathrm{S}} = \frac{\mathrm{EF}_{\mathrm{S}} * \mathrm{SU}}{453.6\frac{\mathrm{g}}{\mathrm{lb}} * 2000\frac{\mathrm{lb}}{\mathrm{ton}}}$$

Equation 6

Where:  $E_S$  is the annual VOC or NO<sub>x</sub> emissions from vehicle startups (tons/year) EF<sub>S</sub> is the VOC or NO<sub>x</sub> emission factor from MOVES (grams/start-vehicle) SU is the annual number of construction workforce startups (vehicle-starts/year) 1/453.6 is the conversion for grams to pounds 1/2000 is the conversion from pounds to tons

Thus, both running emissions and start-up emissions from the construction workforce were considered. Emissions associated with the construction workforce are included in Table 3-1. In executing the MOVES model, annual average emission factors were based on running the MOVES model for twelve hours of the year and averaging these twelve values. (The MOVES model when run at the project level only allows for individual hours to be modeled. Further, the model does not allow the user to specify a specific day of the month, the model uses an average day of the month). The hours run were for the months of January, April, July and October using time periods from 7 to 8 AM, 4 to 5 PM, and Midnight to 1 AM. These hours coincide with the project's construction period shift times. Further the MOVES model results, for each of these hours, were weighted based on the fact that approximately 60% of the construction force will work the day shift, 35% will work the evening shift, and 5% will work the overnight shift.

Truck trips from commercial and construction deliveries were also analyzed for each of the seven years of the construction period. The construction fuel consumption study (see Appendix A), provides the total number of deliveries to the project site for the construction period. The number of deliveries for each individual year, by material delivered, was calculated by scaling total deliveries (over seven years) by the individual year's fuel use divided by the total fuel use over seven years. Vehicle miles traveled were then calculated for each year by multiplying the number of deliveries, for a specific year, times the average travel distance. (The fuel consumption study provides the average round trip by material delivery type.) Further, the fuel consumption study indicates that approximately 45% of the vehicle miles traveled (VMT) associated with deliveries will occur in the Scranton Wilkes-Barre Maintenance Area, 10% will occur in the Reading Maintenance Area, and 45% of the VMT will occur in non-Maintenance Areas. Based on this trip scheme, a VMT was calculated for the commercial and construction delivery truck traffic in the Scranton Wilkes-Barre Maintenance Area for each year of the construction period. Similar to the construction workforce, annual emissions of VOC and NOx were calculated for both run times and startups based on MOVES emission factors, VMT, and number of startups per year. MOVES emission factors were developed assuming half the deliveries were by short haul, single unit trucks and half the deliveries were by short haul, combination unit trucks. Annual VOC and NO<sub>x</sub> emissions from delivery truck activity are shown in Table 3-1.

Also for the construction period, on-site on-road motor vehicles used onsite were evaluated with the MOVES model. These vehicles consist of Ford F-250 and F-650 trucks, and Mack MP6 trucks. These motor vehicles were included in the construction equipment fuel study with non-road construction equipment, but emissions are calculated separately using the MOVES model instead of the NONROAD model. Annual VOC and NO<sub>x</sub> emissions from the operation and startup of these trucks were calculated. It was assumed that each vehicle will have 15 startups per day, and that 10% of the operating hours will be in idle mode and 90% of the operating hours will be in travel mode. Annual operating hours were determined from the construction fuel consumption study by scaling the total operating hours, over the construction years, by the fraction of fuel used in each year. Based on the annual hours of operation and the number of trucks, total annual VOC and NO<sub>x</sub> emissions were calculated as follows:

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$$E_{T} = (EF_{TR} * OPH * SP * 0.9) + (EF_{i} * OPH * 0.1) + \frac{EF_{S} * SU}{453.6\frac{g}{ton} * 2000\frac{lb}{ton}}$$

Where:  $E_T$  is the annual VOC or NO<sub>x</sub> emissions from a non-road vehicle (tons/year)  $EF_{TR}$  is the VOC or NO<sub>x</sub> emission factor for travel mode (grams/mile-vehicle) OPH is the annual operating hours (total operating hours/year) SP is the operating speed (miles/hour) 0.9 is based on 90% of operating hours in travel mode  $EF_T$  is the VOC or NOx emission factor for idle mode (grams/hour-vehicle) 0.1 is based on 10% of operating hours in idle mode  $EF_S$  is the VOC or NOx emission factor for startups (grams/start-vehicle) SU is the annual number of non-road vehicle startups (vehicle-starts/year)

This equation was used to calculate VOC and  $NO_X$  emissions for the F-250, F-650 and Mack MP6 trucks separately. These emissions were then summed for the vehicle types to calculate the total emissions reflected in Table 3-1. Total emission results from the onsite concrete trucks in safety-related construction are included in Table 3-2.

Table 3-1 also provides the total annual VOC and NO<sub>X</sub> emissions from all of the motor vehicle sources for the construction period for the Scranton Wilkes-Barre Maintenance Area.

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## 5.0 References

- Traffic Impact Study Related to the Proposed Construction and Operation of the Bell Bend Nuclear Power Plant *Preliminary Findings Report*, KLD Engineering, September 14, 2011 Rev. 5A
- 2. EPA's "NONROAD08 Model (non-road engines, equipment, and vehicles)" http://www.epa.gov/otaq/nonrdmdl.htm
- EPA's "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling—Compression-Ignition" NR-009c April 2004, EPA420-P-04-009.
- 4. EPA's "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling" NR-005c April 2004, EPA420-P-04-005
- EPA's "Conversion Factors for Hydrocarbon Emission Components" NR-002c December 2005, EPA420-R-05-015
- 6. EPA's "MOVES Vehicle Emission Modeling Software" MOVES2010a http://www.epa.gov/otaq/models/moves/index.htm

# Appendix A

# Sargent & Lundy Fuel Study



Construction Vehicle Fuel Consumption Study Bell Bend Nuclear Power Plant UniStar Nuclear Energy

**Non-Safety-Related** 

Report No. SL-010055 Revision 2 Project No. 12198-434

August 30, 2011



UniStar Nuclear Bell Bend Nuclear Power Plant Construction Vehicle Fuel Consumption Study Report No: SL-010055, Rev. 2 Project No. 12198-434 Page 2 of 23

## **Approval Page**

## **BBNPP** Construction Vehicle Fuel Consumption Study

## Non-Safety-Related

## **Revision Summary**

Rev. 0	Initial Issue
Rev. 1	Revised Earthwork Quantities
	(Report #SL-009450, Revision 8)
Rev 2	Revised earthwork quantities and updated installation detail per Joint Permit Application Issued for Use

Prepared By: Wendorf **Reviewed By:** 11 Dougherty 30 Approved By

Date: 8/30/2011

Date: 8/30/2011

Date: \_8/30/2011

D. L. Shamblin

## **Purpose/Objective**

Direct and indirect vehicle emissions are to be included in the air quality applicability analysis for the Bell Bend Nuclear Power Plant (BBNPP) construction period. Construction period vehicle emissions include engine exhaust from non-road construction equipment, commercial vehicles used to deliver material, equipment and commodities, engine driven construction support equipment, and worker vehicles used for their commute to and from the plant construction site.

This report provides fuel consumption estimates for non-road (construction) equipment, worker commuting, and commercial deliveries and services deemed necessary to prepare the site and construct the BBNPP. The associated information and fuel use data (Attachment 1) includes equipment types and model numbers, horsepower ratings, and estimated and quantities of gasoline and diesel fuel usage. The fuel usage estimate is based on information in the Combined Operating License application (COLA), available preliminary design information and also from assumed nuclear project non-road equipment usage based on experience, construction sequencing, forecast construction durations, estimated site construction support, and projected material and equipment deliveries based on current preliminary plant construction quantities and information.

## Background

BBNPP is a proposed 1600 MWe Evolutionary Power reactor (EPR) plant to be built near the Susquehanna Steam Electric Station site, close to the Susquehanna River. The proposed new Bell Bend plant site is located in the Scranton Wilkes-Barre ozone maintenance area which consists of the following counties:

- Luzerne
- Wyoming
- Lackawanna
- Monroe

The site is approximately 12 mi (19 km) northwest of Hazelton, Pennsylvania, 19 mi (31 km) southwest of Wilkes-Barre, Pennsylvania, 35 mi (56 km) southwest of Scranton, Pennsylvania, 47 mi (76 km) east, southeast of Williamsport, Pennsylvania; 50 mi (80 km) north of Reading, Pennsylvania, 70 mi (112 km) northeast of Harrisburg, Pennsylvania, and approximately 85 mi (137km) northwest of Philadelphia, Pennsylvania.

## Inputs/Assumptions

- 1. Sargent & Lundy DIT-12198-11-002
- 2. RFI-EPR-11-039 RFI input and Revision 1 KLD Traffic Study Assumptions and clarifications
- 3. RFI SL-BBNPP-161 Construction duration and working shift information.
- 4. RFI SL-BBNPP-169 Bulking factor values
- 5. RFI SL-BBNPP-170 Power Block excavation quantities.
- 6. RFI SL-BBNPP-173 Cooling pond and towers over excavation quantities
- 7. RFI SL-BBNPP-189 Grading, drainage and earthwork imported quantities.
- 8. RFI SL-BBNPP-190 Lean fill concrete 200,000 cy
- 9. RFI SL-BBNPP-209 Validation of Quantities
- 10. Temporary electrical power is assumed available early in the project as the site is developed and the support infrastructure is built out to minimize temporary engine driven service and utility requirements. This eliminates the use of large (>50hp) temporary diesel generators.
- 11. To the maximum extent possible, work on the 4 equipment trains, their buildings and the Reactor Containment building are assumed to be performed in parallel.
- 12. Concrete is assumed to be produced at an on site batch plant or plants. The batch plant equipment is motor driven from temporary power electrical sources.

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- 13. Detailed design information is not yet available for BBNPP, therefore fuel usage quantities are developed from information provided in the RFIs noted above, preliminary construction sequence estimates, typical construction equipment applications, and historical power plant construction experience. The selection of non-road equipment size, type and quantity is based on what a contractor would typically use for a power plant project the size and duration of BBNPP.
- 14. Assumed equipment availability and deployment in the estimated construction time frame will generally allow use of non-road equipment which meets the US EPA Tier III engine emission requirements. New equipment purchased after January 2011 with diesel powered engines from 175 to 750 hp is required to meet the interim Tier IV air quality standards. In 2012 engines from 75 to 175 hp will be required to meet the same Tier IV standard. However, new heavy construction equipment has a service life of 12-15 years and is very expensive. Therefore, new Tier III or IV equipment will be slow to enter into the contractor's fleet as existing equipment is replaced so Tier III equipment is assumed for the purpose of this study.
- 15. Non-road vehicles and equipment driven by engines less than 50 hp are not included.
- 16. Based on procurement and receiving experience at power plant sites (fossil plants) recently constructed, much of the current generation of power plant material and equipment is manufactured and shipped from outside the United States. The port of entry for this equipment is assumed to be the Baltimore Philadelphia area.
- 17. The BBNPP site is located about four miles from the western edge of Luzerne County, bordering Columbia County.
- 18. Based on the plant's location relative to major highways and population centers, it is estimated that approximately 45% of the commercial delivery vehicle miles will be traveled in the counties of Wyoming, Lackawanna, Luzerne, and Monroe. (The Scranton Wilkes-Barre ozone maintenance area). It is estimated that 45 % of the commercial delivery and workforce commuter vehicle miles will be traveled on routes within Columbia County, which is not a designated ozone maintenance area. The remaining 10% are assumed to originate or travel through the Reading ozone maintenance area (Berks County) and the Allentown-Bethlehem-Easton ozone maintenance area (Lehigh, Carbon, and Northampton, counties). These percentages are judgments based on geographical location of BBNPP, the relative distribution of hotels and housing for a temporary workforce, and area population centers as well as interpretation of the demography data and information found in RFI EPR-11-39 revision 1 and the COLA, revision 2,Part 3, section 4.4.2.3 (See Attachment 3).
- 19. The KLD Traffic Study as part of RFI EPR-11-39 was used to determine the construction workforce distribution for determining workforce commute quantities. Workforce data from the report was averaged over an entire year. From the KLD traffic study, a baseline of 1.3 workers per car was used to determine the number of commuter vehicles. It is estimated that approximately 8% will drive diesel vehicles.
- 20. The Fuel Usage table (Attachment 1 Tab 2) contains an estimate of the fuel used to support the construction of the Safety Related systems, structures and components. The first column in the Safety Related Fuel Use Data worksheet indicates the percentage of work estimated to be safety-related for that sub-section or activity. The total estimated fuel use for an activity is then multiplied by that percentage to determine the quantity of fuel used to construct the safety related portions of that activity which is then summed up for the Project.
- 21. Pick-up trucks and vehicles that may at times be used for off site, on the road purposes, such as running errands, picking up parts and local material, and making service runs are included in the Fuel Usage worksheets and noted as "licensed for off-site use." We expect the percent of time that they would be off-site to be less than 30% of the total usage. Most of these vehicles will be gasoline driven as indicated in the Fuel Usage worksheets.

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**R2** 

**R**1

R2

R2

R1

## Methodology and Criteria

Detailed design and planning information regarding the construction of the BBNPP was unavailable at this time, therefore the equipment use and fuel consumption information were determined using the following process:

- 1. Where commodity quantities are available, unit production rates and contractor experience were used to determine equipment needs, durations, and usage.
- Where commodity quantities are unavailable, typical construction units, rates and durations are used based on past nuclear construction experience, current fossil plant construction experience, and commercially available estimating tools.

The fuel consumption totals were developed from the estimated equipment needs and usage using consumption rates provided by the equipment manufacturer, or from published equipment specifications and information available for the specific type and make of equipment using the engine size (horsepower) and published fuel usage factors. The typical information provided is the horsepower rating of the engine driving the equipment which is converted into consumption rates using standard gallons per hour per horsepower (gal/hr/hp) ratings for the types of equipment being used (References 12 through 22).

Total non-road consumption was estimated from the consumption rate multiplied by the anticipated duration (hours used) for the equipment multiplied by the net effective operating time or efficiency. Construction equipment does not run continuously at 100% power. Column J on the Fuel Usage worksheets represents the effective percentage of time the equipment will be operating during a normal shift which reduces the overall rate of fuel consumption.

Total commuter fuel consumption was determined based on an estimated 50 miles/day round trip commute in a vehicle that averages 20 miles/gallon of gasoline and 18 miles/gallon of diesel fuel. 8% of the commuter vehicles are assumed to be diesel trucks based on national averages and construction experienced.

#### Evaluation

Attachment 1 includes a detailed table which identifies and quantifies estimated fuel consumption sources, totals and usage by construction year.

The decision to retain and redistribute all cut and excavated soil on site reduced the consumption of fuel for site preparation by almost one-half, about two million gallons, thereby greatly reducing the volume of fuel emissions and significantly lowering the impact of semi-truck traffic through the neighboring communities.

## **Conclusions and Recommendations**

#### Non-road Equipment

Attachment 1, Section 1, identifies by equipment type and model number, the estimated quantity and type of fuel used during the construction phase from early site preparation through plant startup. The information presented includes:

- Type, brand, and model number of non-road construction equipment typically used for the anticipated construction quantities and type of construction.
- Engine size Horsepower.
- Expected activity duration.
- Total and yearly fuel consumption.
- Fuel type Diesel or Gasoline.

R1 R2

- EPA engine emissions type (Tier) for the type and model of diesel equipment to be used.
- Quantification of Project use of construction highway vehicles pickup trucks, service vehicles, delivery trucks.

### Site Deliveries & Service Calls

Attachment 1, Section 2 estimates the quantity, distance, total consumption and anticipated year of consumption for commercial deliveries of commodities, material and equipment, service calls, vendor deliveries and visits, delivery distance, and estimated consumption from origin. Pickup trucks and other on site vehicles licensed for highway use are included in Section 1.

#### Construction Workforce Commuters

Attachment 1, Section 3 estimates the fuel consumed by construction workforce commuters. Based on experience an estimated 8% of the construction workforce drives diesel driven trucks to and from work. That percentage is captured in the estimates for worker commute fuel usage.

#### Summary of Estimate by Counties

See the attached Excel spreadsheet (Attachment 1) for the consumption of fuel by the categories described above.

## Estimate of Permanent Fuel Storage Tanks

Equipment refueling needs could be handled by permanent a 10,000 gallon storage tank for diesel fuel and a 5,000 gallon tank for gasoline.

It's possible that the contractor performing the site preparation and dirt work will use a fueling service thereby reducing the diesel storage tank size needed to 5,000 gallons.

## Limitations

This study was developed using preliminary site information and assumptions based on recent participation in new fossil construction, current planning for new nuclear construction, and past nuclear plant construction experience. However, the quantities of construction equipment needed, the durations that the equipment is needed, and the size of equipment may vary from the material presented here based on final design, design quantities, site configuration, and on the techniques and process chosen by the construction contractor who will be performing the work.

## References

- 1. E-mail dated Friday, August 7, 2009 5:58 PM from Robert Iwanchuk to Frederico R Perdomo (Attachment 4)
- 2. Sargent & Lundy DIT-12198-11-002
- 3. RFI-EPR-11-039 Revision 1 KLD Traffic Study Assumptions
- 4. RFI SL-BBNPP-161 Construction duration and working shift information.
- 5. RFI SL-BBNPP-169 Bulking factor values
- 6. RFI SL-BBNPP-170 Power Block excavation quantities.
- 7. RFI SL-BBNPP-173 Cooling pond and towers over excavation quantities
- 8. RFI SL-BBNPP-189 Grading, drainage and earthwork imported quantities.
- 9. RFI SL-BBNPP-190 Lean fill concrete 200,000 cy
- 10. RFI SL-BBNPP-209 Validation of Quantities
- 11. Bell Bend Nuclear Power Plant, Combined License Application (COLA), Revision 2, Part 3, Section 4.4, Socioeconomic Impacts Table 4.4.3,
- 12. RSMeans Heavy Construction Cost Data, Senior Editor Eugene Spencer, 23rd Annual Edition (2009), R. S. Means Company, Inc., 2008

- 13. Gransberg, D.L. (et.al), Construction Equipment Management for Engineers, Estimators, and Owners, CRC Press, Boca Raton, FL, 2006
- 14. Manitowoc fuel consumption Excel spreadsheet from Amy J. Crouse, Business Systems Analyst - Web Sites, Manitowoc Cranes in response S&L request by E. E. Falb.
- 15. Manotowoc Crane Product information (Internet resource), available at http://www.manitowoccranes.com/MCG MC/PRODUCTS/EN/BRANDRANGE.ASP
- 16. Caterpillar Product Specifications (Internet resources) available at http://www.cat.com/equipment
- 17. Caterpillar Performance Handbook Edition 29, A Cat publication by Caterpillar, Inc., Peoria, Illinois. October 1998
- 18. Grove Cranes Product Specifications (Internet Resource) available at http://www.manitowoccranes.com/MCG\_GRO/Products/EN/BrandRange.asp
- 19. Ford construction and commercial vehicles (Internet Resource), Available at http://www.commtruck.ford.com/
- 20. JLG Lifts, Product information (Internet resource) http://www.jlg.com/en-US/Products.html
- 21. Mack Truck product information (Internet resource) http://www.macktrucks.com/assets/MackMarketing/Brochures/BulDgLnBro/4601 BulDgLnB ro.pdf
- 22. Putzmeister Concrete pumps, Product information (Internet resource) http://www.putzmeister.com/products/boompumps/index.cfm

## Attachments

- 1. Attachment 1 Construction Fuel Consumption Information Tables Worksheet 1 - Total Fuel Usage (Safety and Non-safety related work) Worksheet 2 - Safety-related Fuel Usage
- Attachment 2 RFI EPR 11-039 Revision 1 Origins of the Construction Workforce 2. (numbers by direction – North, South, etc.) table from RFI input (KLD Traffic Study).
- Attachment 3 Pennsylvania map of 8 hour ozone maintenance areas 3.
- 4. Attachment 4 E-mail sent Friday, August 7, 2009 5:58 PM from Robert Iwanchuk to Frederico R Perdomo requesting information for BBNPP Air Quality applicability analysis

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## Attachment 1

BBNPP Construction Fuel Consumption Data - Excel Spreadsheet

Worksheet 1 of 2 – Total Fuel Usage (Safety and Non-safety related work) Worksheet 2 of 2 – Safety-related Fuel Usage

UniSt Bell B Consi	tar Nuclear Bend Nuclear Power Plant truction Vehicle Fuel Consumption Study			V Total Fuel Us	Vorksh sage (\$	Attachment 1 neet 1 of 2 - Paj Safety and Non	ge 1 of 6 -safety r	elated work	k)								Re	port No: SL-0 Project N	10055, Rev. 2 No. 12198-434
All work Included	Section 1 Non-Road Construction Equipment	Equipment	Class/Model #	HP T	ier Q	anty On Site	Wk%	Hours or Distance	g/h g/	/h/hp	Average Fuel Rate	Total Fuel (Gal)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
100%	Clearing Deforesting Grubbing & Grading				Las kora	And the official states				10000000		de Salide de la competition de la comp							
10070	Including:	Tracked Dozer	Cat D10	700 Hp	111	4 5 Mo	75%	3300 hr	20		20.0 gal/hr Diese	66,000	66,000	0	0	0	0	0	0
	Access Roads	Tracked Loader	CAT 973C	263 Hp	III	3 5 Mo	75%	2475 hr	10		10.0 gal/hr Diese	1 24,750	24,750	0	0	0	0	0	0
	Topsoil cut & stockpile	Excavator - Medium	Cat 321D	148 Hp	III	3 5 Mo	60%	1980 hr	5		5.0 gal/hr Diese	9,900	9,900	0	0	0	0	0	0
	Topsoil Removal- 503414 cy	Excavator - With tree attachment	Cat 345D L	380 Hp	III	1 5 Mo	60%	660 hr	10	0.000	10.0 gal/hr Diese	6,600	6,600	0	0	0	0	0	0
1	Used for final grading - 128,000 cy	Crane - Picker	Grove R1530E-2 30t	160 Hp		2 5 MO	40%	5500 hr		0.028	4.5 gal/hr Diese	3,942	3,942	0	0	0	0	0	0
	Topsoil Stockpiled - 3762576y	Motor Grader	Cat 14M	259 Hp	111	2 5 Mo	45%	990 hr	11	0.020	11.0 gal/hr Diese	1 10 890	10,890	0	0	0	0	0	0
	and the second	Scraper	Cat 631G	462 Hp	m	8 5 Mo	60%	5280 hr	16		16.0 gal/hr Diese	84,480	84,480	0	0	0	0	0	Ö
		Scraper	Cat 631G	462 Hp	III	3 5 Mo	60%	1980 hr	16		16.0 gal/hr Diese	1 31,680	31,680	0	0	0	0	0	0
		Vibratory Soil Compactor	Cat CS74	156 Hp	111	1 5 Mo	60%	660 hr	6		6.0 gal/hr Diese	3,960	3,960	0	0	0	0	0	0
		Water Trucks	Mack MP6	150 Hp	11	1 5 Mo	40%	440 hr	3.5		3.5 gal/hr Diese	1,540	1,540	0	0	0	0	0	0
-		Pickup Truck 3/4 ton	F-250	300 Hp		2 5 Mo	50%	1100 hr	3		3.0 gal/hr Diese	3,300	3,300	0	0	0	0	0	0
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp		2 5 MO	50%	1100 hr	3.5		3.5 gal/hr Gas	3,850	3,850	0	0	0	0	0	0
		Huel Truck Mechanic's Truck 2-1/2 top	F-650	270 Hp	11	2 5 MO	20%	300 hr	3.5	0.026	4.0 gal/hr Diese	1,540	1,540	0	0	0	0	0	0
	IB Site Development & Excavation	Intechanica Hock 2-112 ton	11-000	2/0/10			1 30 10	000111	-1	0.0201	4.0 gurn Diese	1,200	1,200						
100%	Excavating/Backfilling/Earth/Soll/Rock Remove & Disposa - Intake Area, Switchyard, Northeast Laydown, West Laydown																		
	Estimated Quantities:	Tracked Dozer/Ripper	Cat D10	700 Hp	111	7 4 Mo	75%	4200 hr	20		20.0 gal/hr Diese	84,000	25,200	58,800	0	0	0	0	0
	Removal - 870,471cy	Scraper	Cat 637G (dual engine)	962 Hp	III	6 4 Mo	50%	2400 hr	32		32.0 gal/hr Diese	76,800	23,040	53,760	0	0	0	0	0
	Placement - 881,664Cy	Excavator - Medium	CAT 973C	263 Hp		6 4 Mo	70%	3360 hr	10		10.0 gal/hr Diese	1 2,400	10 080	23 520	0	0	0	0	0
		Motor Grader	Cat 14M	259 Hp	m	1 4 Mo	50%	400 hr	11		11.0 gal/hr Diese	4,400	1.320	3,080	0	0	0	0	Ö
		Pickup Truck 3/4 ton	F-250	300 Hp		1 4 Mo	35%	280 hr	3		3.0 gal/hr Diese	840	252	588	0	0	0	0	0
		Water Trucks	Mack MP6	150 Hp	11	1 4 Mo	50%	400 hr	3.5		3.5 gal/hr Diese	1,400	420	980	0	0	0	0	0
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp		2 4 Mo	40%	640 hr	3.5		3.5 gal/hr Gas	2,240	672	1,568	0	0	0	0	0
100%	Excavating/Backfilling/Earth/Soil/Rock Remove & Disposa - Powerblock (Includes GIS, Switchyard, Cooling towers and North central laydown area)																		
	Estimated Quantities:	Tracked Dozer/Ripper	Cat D10	700 Hp	<u>III</u>	4 13 Mo	60%	6240 hr	20		20.0 gal/hr Diese	124,800	62,400	62,400	0	0	0	0	0
	Removal - 10,837,579 cy	Tracked Dozer/Disk	Cat D9	410 Hp		1 13 Mo	60%	1560 hr	15		15.0 gal/hr Diese	23,400	9,360	9,360	4,680	0	0	0	0
	Placement - 2,681,000 cy	Scraper	Cat 637G (dual engine)	203 Hp	m	2 13 MO	50%	19500 br	32		32.0 gal/hr Diese	624,000	312,400	312,400	6,240	0	0	0	0
		Vibratory Soil Compactor	Cat CS74	156 Hp	m	2 13 Mo	45%	2340 hr	6		6.0 gal/hr Diese	14.040	2,808	5.616	5.616	0	0	0	Ö
		Soil Compactor	Cat 825H	400 Hp	111	2 13 Mo	45%	2340 hr	18		18.0 gal/hr Diese	42,120	8,424	16,848	16,848	0	0	0	0
		Excavator - Medium	Cat 321D	148 Hp	III	2 13 Mo	60%	3120 hr	5		5.0 gal/hr Diese	1 15,600	6,240	6,240	3,120	0	0	0	0
		Tracked Loader	CAT 973C	263 Hp	III	6 13 Mo	70%	10920 hr	10		10.0 gal/hr Diese	1 109,200	43,680	43,680	21,840	0	0	0	0
		Motor Grader	Cat 14M	259 Hp		2 13 Mo	50%	2600 hr	11		11.0 gal/hr Diese	28,600	8,580	11,440	8,580	0	0	0	0
		Excavator - Large	Cat 3/5L	428 Hp		5 13 MO	60%	7800 hr	16		16.0 gal/hr Diese	1 124,800	62,400	62,400	112 220	0	0	0	0
		Pickup Truck 3/4 top	E-250	300 Hp	ш	3 13 Mo	35%	2730 hr	3		3.0 gal/hr Diese	8 190	3 276	3 276	1638	0	0	0	0
		Water Trucks	Mack MP6	150 Hp	11	2 13 Mo	50%	2600 hr	3.5		3.5 gal/hr Diese	9,100	2,730	3,640	2,730	0	0	0	Ö
		Water Wagon 8000 gal	Cat 631G	462 Hp	11	1 13 Mo	50%	1300 hr	16		16.0 gal/hr Diese	1 20,800	6,240	8,320	6,240	0	0	0	0
		Mechanic's Truck 2-1/2 ton	F-650	270 Hp	111	2 13 Mo	30%	1560 hr	4	0.026	4.0 gal/hr Diese	6,240	2,496	2,496	1,248	0	0	0	0
		End Loader (Batch Plant)	Cat 966H	262 Hp		2 4 Mo	50%	704 hr	5		5.0 gal/hr Diese	3,520	0	2,640	880	0	0	0	0
		Concrete Fruck Rickup Truck 2/4 top	Mack MP6	150 Hp	11	15 4 Mo	50%	3485 hr	3.5		3.5 gal/hr Diese	12,197	1.500	9,148	3,049	0	0	0	2
		Pickup Truck 3/4 ton (Licensed for offeite use)	F-250	300 Hp		2 13 Mo	40%	2080 hr	3.5		3.5 gal/hr Gas	7 280	2,912	2 912	1456	0	0	0	0
		Fuel Truck	Mack MP6	150 Hp	11	4 13 Mo	20%	2080 hr	3.5		3.5 gal/hr Diese	7,280	2,912	2,912	1,456	0	0	0	0
100%	Excavating/Backfilling/Earth/Soil/Rock Remove & Disposa - Parking	1																	
	Estimated Quantities:	Tracked Dozer	Cat D7E	235 Hp	111	2 5 Mo	75%	1500 hr	9		9.0 gal/hr Diese	13,500	0	8,100	5,400	0	0	0	0
	Removal 287,82009	Vibratory Soil Compactor	Cat 0310	402 Hp	11	2 5 Mo	45%	900 hr	10		6.0 gal/hr Diese	8,000	0	4,800	3,200	0	0	0	
	r levement 1,410,000 by	Soil Compactor	Cat 825H	400 Hp		2 5 Mo	45%	900 hr	18		18.0 gal/hr Diese	16,200	0	9,720	6,480	0	0	0	0
		Excavator - Medium	Cat 321D	148 Hp	III	1 5 Mo	60%	600 hr	5		5.0 gal/hr Diese	3,000	o	1,800	1,200	0	Ő	Ő	0
		Tracked Loader	CAT 973C	263 Hp	III	1 5 Mo	70%	700 hr	10		10.0 gal/hr Diese	1 7,000	0	4,200	2,800	0	0	0	0
		Motor Grader	Cat 14M	259 Hp	111	1 5 Mo	50%	500 hr	11		11.0 gal/hr Diese	5,500	0	3,300	2,200	0	0	0	0
		Asphalt Paver	Barber GreeneAP-1000	174 Hp		1 5 Mo	50%	500 hr	6		6.0 gal/hr Diese	3,000	0	1,800	1,200	0	0	0	0
		Asphar Compactor	Mack MP6	107 Mp		1 5 M0	50%	500 hr	4		4.0 gal/hr Diese	2,000	0	1,200	800	0	0	0	0
	la construction de la construction	Pickup Truck 3/4 ton	F-250	300 Hp	"	1 5 Mo	35%	350 hr	3		3.0 gal/hr Diese	1.050	0	630	420	0	0	0	6
		Fuel Truck	Mack MP6	150 Hp	11	1 5 Mo	20%	200 hr	3.5		3.5 gal/hr Diese	700	0	420	280	0	0	0	0

0%	Excavating/Backfilling/Earth/Soil/Rock Remove & Disposal - Support road (Includes Quarry, Batch plant, Central																
	laydown) Estimated Quantities:	Tracked Dozer	Cat D7E	235 Hp III	4	15 Mo	75%	9000 br	9	9.0 gal/br Diesel	81 000	24 300	40,500	16 200	ol	ol	0
-	Removal - 364 572 cv	Scraper	Cat 637G (dual engine)	962 Hp III	3	15 Mo	50%	4500 hr	32	32.0 gal/hr Diesel	144,000	72.000	64,800	7,200	0	0	0
	Placement - 2,819,652 cy	Vibratory Soil Compactor	Cat CS74	156 Hp III	1	15 Mo	45%	1350 hr	6	6.0 gal/hr Diesel	8,100	2,430	4,050	1,620	0	0	0
		Soil Compactor	Cat 825H	400 Hp III	2	15 Mo	45%	2700 hr	18	18.0 gal/hr Diesel	48,600	14,580	24,300	9,720	0	0	0
		Excavator - Medium	Cat 321D	148 Hp III	2	15 Mo	60%	3600 hr	5	5.0 gal/hr Diesel	18,000	5,400	9,000	3,600	0	0	0
-		Tracked Loader	CAT 973C	263 Hp III	2	15 Mo	70%	4200 hr	10	10.0 gal/hr Diesel	42,000	12,600	21,000	8,400	0	0	0
		Motor Grader	Barber Greene AP-1000	174 Hp III	1	5 Mo	50%	500 hr	6	6.0 gal/hr Diesel	3,000	5,260	1 800	1 200	0	0	0
		Asphalt Compactor	Cat CB434C	107 Hp III	1	5 Mo	50%	500 hr	4	4.0 gal/hr Diesel	2,000	0	1,200	800	0	0	0
		Pickup Truck 3/4 ton	F-250	300 Hp	1	15 Mo	35%	1050 hr	3	3.0 gal/hr Diesel	3,150	945	1,575	630	0	0	0
		Water Trucks	Mack MP6	150 Hp II	2	15 Mo	40%	2400 hr	3.5	3.5 gal/hr Diesel	8,400	2,520	4,200	1,680	0	0	0
		Water Wagon 8000 gal	Cat 631G	462 Hp II	1	15 Mo	40%	1200 hr	18	18.0 gal/hr Diesel	21,600	6,480	10,800	4,320	0	0	0
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp	2	15 Mo	50%	3000 hr	3.5	3.5 gal/hr Gas	10,500	3,150	5,250	2,100	0	0	0
%	Excavating/Backfilling/Earth/Soli/Rock Remove & Disposal																
	Estimated Quantities:	Tracked Dozer	Cat D10	700 Hp III	4	4 Mo	75%	2400 hr	20	20.0 gal/hr Diesel	48,000	14,400	24,000	9,600	0	0	0
	Removal - 142,188cy	Soil Compactor	Cat 825H	400 Hp III	1	4 Mo	45%	360 hr	18	18.0 gal/hr Diesel	6,480	1,944	3,240	1,296	0	0	0
	Placement - 3,815,583cy	Excavator - Medium	Cat 321D	148 Hp III	3	4 Mo	60%	1440 hr	5	5.0 gal/hr Diesel	7,200	2,160	3,600	1,440	0	0	0
		Motor Grader	Cat 14M	259 Hp III	1	4 Mo	50%	400 hr	11	11.0 gal/hr Diesel	4,400	1,320	2,200	880	0	0	0
+		Water 1 rucks Pickup Truck 3/4 top (Licensed for offeite use)	F-250	300 Hp	1	4 Mo	50%	400 hr	3.5	3.5 gal/hr Gae	1,400	420	700	280		0	0
	Boring/Soils investigation	Fickup Truck 34 ton (Licensed for onsite use)	1-230	000 mpl	'I	4 100	50 76	400 111	0.0	S.S gazin Cas	1,400	420	100	200	0		
-	Includes Wells & Dewatering	Schramm T64 Well Drilling Rig	Cat 3406 diesel	420 Hp II	1	4 Mo	35%	246 hr	0.026	10.9 gal/hr Diesel	2,691	2,691	0	0	0	0	0
	•	Pickup Truck 3/4 ton	F-250	300 Hp	1	4 Mo	50%	352 hr	3	3.0 gal/hr Diesel	1,056	1,056	0	0	0	0	0
6	Underground utilities, piping, duct runs, grounding			part of the second							Maginal Association		Contraction of the		A Sectored	Contraction of the	
-	and the second secon	Crane - Picker	Grove RT530E-2 30t	160 Hp III	2	8 Mo	40%	1126 hr	0.026	4.2 gal/hr Diesel	4,686	0	2,343	2,343	0	0	0
-		Tracked Dozer	Cat D7E	235 Hp III	2	8 M0	60%	1690 hr	9	9.0 gal/hr Diesel	15,206	0	7,603	7,603	0	0	0
-		Dickup Truck 3/4 top	E-250	300 Hp	8	8 Mo	40%	4506 hr	3 0.020	2.9 gal/hr Diesel	13 517	0	5 407	5 407	2 703	0	0
-		Excavator - Medium	Cat 321D	148 Hp III	2	8 Mo	60%	1690 hr	5	5.0 gal/hr Diesel	8,448	0	5,069	3,379	0	0	0
		Semi-Trailer Dump	Mack E8	400 Hp III	1	8 Mo	60%	845 hr	0.026	10.4 gal/hr Diesel	8,786	0	4,393	3,514	879	0	0
10	Warehouse & Storage	we are the second s		and the second second second				and the second second			a designed and the second						
	Construction & Operation	Fork Lift - 15,000 Lb capacity	Cat DP70E	94 Hp III	2	68 Mo	35%	8378 hr	0.033	3.1 gal/hr Diesel	25,987	0	2,599	5,197	7,796	6,497	2,599
-		Crane - Picker Dielaus Tauek 2/4 ten	Grove R1530E-2 30t	160 Hp III	2	68 M0	40%	95/4 nr	0.026	4.2 gal/hr Diesel	39,830	0	3,903	7 191	10 771	9,957	3,903
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp	1	68 Mo	30%	3590 hr	35	3.5 gal/hr Gas	12 566	0	1 257	2 513	3,770	3 142	1 257
		Material truck 2-1/2 ton	F-650	270 Hp III	1	68 Mo	25%	2992 hr	0.026	7.0 gal/hr Diesel	21,004	0	2,100	4,201	6,301	5,251	2,100
		Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III	1	68 Mo	45%	5386 hr	0.026	3.0 gal/hr Diesel	16,103	0	1,610	3,221	4,831	4,026	1,610
	PART 1 PRE-CONSTRUCTION GAS				Margarette						37,836	11,004	11,687	6,349	3,770	3,142	1,257
	PART 1 PRE-CONSTRUCTION DIESEL			and the second							3,027,883	1,317,916	1,254,017	350,846	49,573	34,707	13 883
/	A. Civil/Concrete structure Work																
70	Brage Construction (7 Brages)	Tracked Dozer	Cat D10	700 Hp III	3	12 Mo	50%	3600 hr	20	20.0 gal/hr Diesel	72,000	0	14,400	21.600	21.600	14,400	0
		Tracked Dozer	Cat D8	305 Hp III	2	12 Mo	50%	2400 hr	11.5	11.5 gal/hr Diesel	27,600	0	5,520	8,280	8,280	5,520	0
		Soil Compactor	Cat 825H	400 Hp III	2	12 Mo	45%	2160 hr	18	18.0 gal/hr Diesel	38,880	0	7,776	11,664	11,664	7,776	0
		Excavator - Medium	Cat 321D	148 Hp III	4	12 Mo	50%	4800 hr	5	5.0 gal/hr Diesel	24,000	0	4,800	7,200	7,200	2,400	2,400
		Motor Grader	Cat 14M	259 Hp III	1	12 Mo	40%	960 hr	11	11.0 gal/hr Diesel	10,560	0	2,112	3,168	3,168	2,112	0
_		Water Trucks	Mack MP6	150 Hp II	1	12 Mo	50%	1200 hr	3.5	3.5 gal/hr Diesel	4,200	0	3 3 2 6	1,260	1,260	2 226	0
		Concrete Truck	Case 580	80 Hp III	3	12 MO	60%	4/52 hr	0.028	2.2 gal/hr Diesel	8.516	0	1 703	2 555	2 555	852	852
-		Crane - Picker	Grove RT530E-2 30t	160 Hp III	4	12 Mo	50%	4224 hr	0.026	4.2 gal/hr Diesel	17.572	0	3.514	5.272	5.272	1.757	1.757
		Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp II	2	12 Mo	50%	2112 hr	6.3	6.3 gal/hr Diesel	13,306	0	2,661	3,992	3,992	2,661	0
		Truck Mtd Boom 200 yds/hr Concrete Pump	Putzmeister 47Z-Meter	300 Hp III	1	12 Mo	25%	528 hr	0.028	8.4 gal/hr Diesel	4,435	0	444	1,331	1,331	887	444
		Pickup Truck 3/4 ton	F-250	300 Hp	2	12 Mo	25%	1056 hr	3	3.0 gal/hr Diesel	3,168	0	317	950	950	634	317
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp	1	12 Mo	25%	528 hr	3.5	3.5 gal/hr Gas	1,848	0	185	554	554	370	185
-		Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III	2	12 Mo	45%	1901 hr	0.026	3.0 gal/hr Diesel	5,683	0	528	1,705	1,705	1,137	528
6	Sheet Piling	End Loader (Battin Flant)	Carboon	202 Hp III	<u> </u>	12 100	50 %	1050 111		3.0 gavin Dieser	3,200		520	1,504	1,004	1,000	020
-	officer i ming	Crane - Lattice Boom+Hammer	Manitowoc 111 - 80t	205 Hp III	1	4 Mo	50%	352 hr	5.3	5.3 gal/hr Diesel	1,866	0	933	933	0	0	0
		Crane - Picker	Grove RT530E-2 30t	160 Hp III	2	4 Mo	35%	493 hr	0.026	4.2 gal/hr Diesel	2,050	0	1,025	1,025	0	0	0

UniS Bell Cons	star Nuclear Bend Nuclear Power Plant struction Vehicle Fuel Consumption Study			Attachment 1 Worksheet 1 of 2 - Page 3 of 6 stal Fuel Usage (Safety and Non-safety related work)	Report No: SL-010055, Rev. Project No. 12198-4
100%	Structural concrete				
		Truck Mtd Boom 200 yds/hr Concrete Pump	Putzmeister 47Z-Meter	300 Hp III 5 2000 Hr 75% 7500 hr 0.028 8.4 gal/hr Diesel 63,000 0 6,300 18,900 18,900	0 12,600 3,150 3,15
		Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp II 5 36 Mo 25% 7920 hr 6.3 6.3 gal/hr Diesel 49,896 0 4,990 14,969 14,969	9 9,979 2,495 2,49
		Crane - Picker	Grove RT530E-2 30t	160 Hp         III         5         36         Mo         30%         9504 hr         0.026         4.2 gal/hr         Diesel         39,537         0         3,954         11,861         11,861	1 7,907 1,977 1,97
		Pickup Truck 3/4 ton	F-250	300 Hp 12 36 Mo 25% 19008 hr 3 3.0 gal/hr Diesel 57,024 0 5,702 17,107 17,10	7 11,405 2,851 2,85
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 4 36 Mo 25% 6336 hr 3.5 3.5 gal/hr Gas 22,176 0 2,218 6,653 6,65	3 4,435 1,109 1,10
		Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III 6 36 Mo 45% 17107 hr 0.026 3.0 gal/hr Diesel 51,151 0 5,115 15,345 15,345	5 10,230 2,558 2,55
		End Loader (Batch Plant)	Cat 966H	262 Hp III 2 36 Mo 50% 6336 hr 5 5.0 gal/hr Diesel 31,680 0 3,168 9,504 9,50	4 6,336 1,584 1,58
		Concrete Truck	Mack MP6	150 Hp III 10 36 Mo 33% 20909 hr 3.5 3.5 gal/hr Diesel 73,181 0 7,318 21,954 21,954	4 14,636 3,659 3,65
a		Tractor Loader/Backhoe	Case 580	80 Hp III 4 36 Mo. 50% 12672 hr 0.028 2.2 gal/hr Diesel 28,385 0 2,839 8,516 8,51	6 5,677 1,419 1,41
	Non Power Block - Pump House, Switchyard, Cooling				
100%	Towers, Pump House				
	an and a second	Crane - Picker	Grove RT530E-2 30t	160 Hp III 2 36 Mo 67% 8490 hr 0.026 4.2 gathr Diesel 35,319 0 24,724 10,59	8 0 0
		Pickup Truck 3/4 ton	F-250	300 Hp 2 36 Mo 40% 5069 hr 3 3.0 garhr Diesei 15,206 0 0 10,644 4,56	
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 1 36 Mo 40% 2534 hr 3.5 3.5 gal/hr Gas 8,870 0 0 6,209 2,66	
		Material truck 2-1/2 ton (Licensed for off site us	se F-650	270 Hp III 1 36 Mo 25% 1584 hr 4 4.0 gal/hr Diesel 6,336 0 0 4,435 1,90	
		Truck Mounted Boom Concrete Pump	Putzmeister 47Z-Meter	300 Hp III 3 12 Mo 30% 1901 hr 0.028 8.4 gathr Diesel 15,967 0 0 11,177 4,79	0 0
		Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp II 2 36 Mo 50% 6336 hr 6.3 6.3 gathr Diesel 39,917 0 0 27,942 11,97	
		Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III 1 24 Mo 45% 1901 hr 0.026 3.0 gat/hr Diesel 5,683 0 0 3,978 1,70	5 0 0
100%	Switchyard				
	The second se	Crane - Picker	Grove RT530E-2 30t	160 Hp III 2 18 Mo 50% 3168 hr 0.026 4.2 ga/hr Diesel 13,179 0 0 6,589 5,27	2 1,318 0
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 2 18 Mo 40% 2534 hr 3.5 3.5 gal/hr Gas 8,870 0 0 4,435 3,54	8 887 0
		Material truck 2-1/2 ton	F-650	270 Hp III 1 18 Mo 25% /92 hr 0.026 /.0 ga/hr Diesel 5,560 0 0 2,780 2,22	4 556 0
		Truck Mounted Boom Concrete Pump	Putzmeister 47Z-Meter	300 Hp III 3 18 Mo 10% 950 hr 0.028 8.4 gal/hr Diesel 7,983 0 0 5,988 1,99	6 0 0
		Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp III 1 18 Mo 25% /922 hr 6.3 6.3 gal/hr Diesel 4,990 0 3,742 1,24	
		Rough Terrain Extended Forklitt	Luii 1044C-54	115 Hp III 1 18 Mo 45% 1425 hr 0.026 3.0 gavnr Diesel 4,253 0 3,197 1,06	8 0 0
100%	Cooling Tower	a bit			0 04 704
		Crane - Picker	Grove R1530E-2 30t	100 Hp III 4 18 Mo 67% 8490 nr 0.026 4.2 gann Diesei 35,319 0 0 0 0 0 10,39	0 24,724 0
		Pickup Truck 3/4 ton	F-250	300 Hp 3 18 Mo 40% 3002 hr 3 3.0 gavn Diesei 11,405 0 0 0 3,42	1 7,963 0
-		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 1 18 M0 40% 126/ hr 3.5 3.5 gallrin Gas 4,435 0 0 0 0 0 1,33	1 3,105 0
		Material truck 2-1/2 ton	F-650	2/0 Hp III 1 18 M0 25% /92 hr 0.026 /.0 gamr Diesel 5,560 0 0 0 0 0,560	8 3,892 0
		Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp II 2 18 Mo 25% 1584 hr 6.3 6.3 garnr Diesel 9,979 0 0 0 0 2,99	4 6,985 0
	a second	Truck Mounted Boom Concrete Pump	Putzmeister 4/2-Meter	300 Hp III 3 12 M0 30% 1901 hr 0.028 8.4 gamr Diesel 15,967 0 0 0 0 2,479	
	and the second	Rough Terrain Extended Forklitt	Lui 10440-54	115 Hp III 1 30 M0 45% 2851 hr 0.026 3.0 gainr Diesei 6,325 0 0 0 0 2,55	8 5,966 0
and the second	PART IIA GAS		The second second second second	46,200 0 2,402 17,502 14,74	7 37U 165
	PARTIALDIESEL			890,758 0 89,853 300,659 (5,54	9 45,358 5,855
100%	IIB. Superstructure & Structural Steel				
	Structural and building steel				
	and the second	Crane - Lattice Boom	Manitowoc 555 - 150t	305 Hp II 5 12 Mo 50% 5280 hr 6.3 6.3 galvir Diesel 33,264 0 0 6,653 24,94	8 1,663 0
	and the second	Crane - Lattice Boom	Manitowoc 999 - 275t	400 Hp III 4 12 M0 50% 4224 hr 8.2 8.2 garnr Diesel 34,537 0 0 6,927 25,97	8 1,732 0
<u></u>		Crane - Picker	Grove R1530E-2 30t	100 Hp III 7 12 M0 67% 9905 hr 0.026 4.2 garnr Diesei 41,206 0 0 6,241 30,90	4 2,000 0
		Crane - Picker	Grove R TOUDE - SUL	173 Hp III 7 12 M0 00% 60/0 Hr 0.020 4.5 game Diesei 33,539 0 0 7,500 29,52	4 1,995 0
		Boom Lift	JLG BUOAJ	65 HP III 8 12 M0 60% 10136 hr 0.026 1.7 gamm Diesel 17,133 0 0 3,427 12,64	0 075 0
		Boom Lift - 80 ft Doubh Torrain Extended Forkliff		74 Hp III 8 12 M0 50% 10136 hr 0.026 1.9 gamme Lesel 19,005 0 0 0 3,901 14,02	4 1 516 0
	Outra Madda Olland 18	Rough Tenain Extended Forkill	Luii 10440-54	113 Hp III 0 12 W0 00% 10130 III 0.020 3.0 gavin Dieser 30,311 0 0 0,002 22,73	4 1,516 0
	Building Modules & Heavy Litts	Orange Heathering	01000 10001		0 5 200 0
		Crane - Manitowoc	21000 - 10000	000 Hp III 1 24 M0 20% 045 III 12.0 12.0 galfin Diesel 10,044 0 0 0 0,52	2 0,322 0
	Pulling Citize Insulated Densis	Crarle - Marinowoc	31000 - 23001	1,200 Hp 11 1 12 W0 20% 422 11 24 24:0 gam Dieser 10,150 0 0 0,009 0,009	5 0 0
	building siding/insulated Fanels	Crope Dicker	Group BTE30E 2 30t	160 Hp III 2 6 Mo 50% 1056 br 0.026 4.2 cp//br Discol 4.392 0 0 0 1.31	8 3.075 0
		Grane - Picker	Grove R 1530E-2 301	100 Hp III 2 0 M0 30% 1000 III 0.020 4.2 galin Uleset 4,393 0 0 0 0 1,31	0 2007 0
		Boom Lin - 80 ft	Genie S-60	74 Hp III 3 0 M0 / 0% 2216 HT 0.020 1.9 gaint Diesel 4,207 0 0 0 0 1,20	0 1774 0
		Pickup Truck 3/4 ton	F-250	300 Hp 2 6 M0 40% 845 hr 3 3.0 garnr Diesei 2,534 0 0 0 0 /6	0 1,774 0
	the state of the s	Material truck 3/4 ton (Licensed for Offsite Use)	F-200	our rp 1 0 m0 чuzo 422 m 3.5 3.5 galarii 3.85 1,470 0 0 0 444 270 Hi H 4 6 Mo 50% 528 br 0.005 7.0 galarii 3.85 1,470 0 0 0 444	2 2 505 0
	and a state of the second s	Pauch Terrain Extended Fordiff	1-000	2/0 mp m 1 0 m0 00/20 020 m 0.020 /0.020 /0.020 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 2,355 0
i and the second	Destina	Noden renam Externed Forkin	10440-04		
	Roomg	Cropp Bisker	Crove PT520E 2 204	160 Hp III 2 6 No. 45% 950 br 0.026 4.2 cp//br Discal 3.054 0 0	0 3.954 0
		Boom Life - 80 ft	Genie S. 80	74 Hp III 2 6 Mo 45% 136 br 0.056 1.2 gd/iii Diesel 3,504 0 0 0	0 2743 0
	<u>a di se papaken na ini di di di di di di</u>	Biology Truck 2/4 top	Genie 5-60	19 H 0 0 M 0 90 1420 H 0.020 1.3 gallin Diesel 2,745 0 0 0 0	0 1267 0
	the second state and the second state of the second state of the second state of the second state of the second	Diskup Truck 3/4 ton	E 250	300 Hp 1 0 m0 40/6 422 hr 3 3.0 gatril Uresei 1,20/ 0 0 0	0 1479 0
-		Material truck 2.1/2 top	E-650	300 mp 1 0 m0 m0 m0 m2 0 422 m 3.0 3.0 gat/m 0 as 1,470 0 0 0 0 220 Hp 1 6 M0 6 50% 528 hr 0.056 7.0 as/hr 0 liseal 3.707 0 0 0	0 3,707 0
		Rough Terrain Extended Forklift	1 10440-54	270 m 1 0 m 0 0 m 0 0 m 0 0 m 0 0 m 0 0 m 0 0 m 0 0 m	0 2842 0
(	PART HE CAS	Tronger Fonder Externed Forkin	Eun 10440-04		2 2 5 1 2
<u> </u>	PART IIR DIESEL			269 307 0 48 260 177 77	4 43273 0
					the second se

ar Nuclear fend Nuclear Power Plant truction Vehicle Fuel Consumption Study			Work Total Fuel Usage	Attachn sheet 1 of 2 (Safety an	nent 1 2 - Page 4 of Id Non-safety	6 related work)								Repr	vrt No: SL-01 Project Ni	10055, R Io. 12198
IIIA. Mechanical Installation												matrice and		1000 M 1000		
Mechanical Installation	Grana Bicker	Grove PT530E-2 30t	160 Hp III	5 4	12 Mo 40%	14784 br	0.026	4.2 gal/br Diesel	61 501	0	0	12 300	30 751	12 300	6 150	
Pining Hangers & Pine Specialties	Crane - Picker	Grove RT600E - 50t	173 Hp III	3 1	2 Mo 40%	2534 hr	0.026	4.5 gal/hr Diesel	11,400	0	0	2,280	5,700	2,280	1,140	
Valves and Actuators	Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp II	5 1	12 Mo 40%	4224 hr 6.	.3	6.3 gal/hr Diesel	26,611	0	0	5,322	13,306	5,322	2,661	
HVAC Ductwork, Dampers, Actuators, Fans	Crane - Lattice Boom	Manitowoc 999 - 275t	400 Hp III	2 1	12 Mo 40%	1690 hr 8.	.2	8.2 gal/hr Diesel	13,855	0	0	2,771	6,927	2,771	1,385	ĺ
Pump, chillers, coolers, Hx, Equipment	Crane - Lattice Boom	Manitowoc16000 - 440t	500 Hp III	1 1	12 Mo 40%	845 hr 10.	.4	10.4 gal/hr Diesel	8,786	0	0	1,757	4,393	1,757	879	-
Air compressors	Boom Lift	JLG 800AJ	65 Hp III	5 1	12 Mo 50%	5280 hr	0.026	1.7 gal/hr Diesel	8,923	0	0	1,785	4,462	1,785	892	
Examination, Testing & Start-up	Boom Lift - 80 ft	Genie S-80	74 Hp III	5 1	12 Mo 50%	5280 hr	0.026	1.9 gal/hr Diesel	10,159	0	0	2,032	5,079	2,032	1,016	
	Pickup Truck 3/4 ton Bickup Truck 3/4 ton (Licensed for offsite use)	F-200	300 Hp	4 2	24 MO 30%	2218 br 3	5	3.0 gai/hr Diesei	7 762	0	0	1,552	3,881	1 552	776	
	Material truck 2-1/2 ton	F-650	270 Hp III	2 4	2 Mo 30%	4435 hr	0.026	7.0 gal/hr Diesel	31,135	0	0	6.227	15,568	6.227	3,114	
	Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III	2 4	2 Mo 40%	5914 hr	0.026	3.0 gal/hr Diesel	17,682	0	0	5,304	7,073	2,652	2,652	-
PART IIIA GAS	a second of the second and the second second second								7.762	0	0	1,552	3,881	1,552	776	
PART IIIA DIESEL									187,576	0	0	37,515	93,788	37,515	18,758	
Electrical Installation	Provide the second seco															
Including:	Crane - Picker	Grove RT530E-2 30t	160 Hp III	5 4	12 Mo 60%	4435.2	0.026	4.2 gal/hr Diesel	18,450	0	0	2,768	7,380	3,690	2,768	1
Conduit, Cable Tray Raceway & Supports	Crane - Picker	Grove RT600E - 50t	173 Hp III	3 1	12 Mo 50%	3168 hr	0.026	4.5 gal/hr Diesel	14,250	0	0	2,137	5,700	2,850	2,137	
Instrumentation (Racks, mounting, transmitters)	Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp	5 1	2 Mo 50%	5280 hr 6.	.3	6.3 gal/hr Diesel	33,264	0	0	4,990	13,306	6,653	4,990	1
Power & Control Cable & Terminations	Crane - Lattice Boom	Manitowoc 999 - 275t	400 Hp III	2 1	12 Mo 50%	2112 hr 8.	.2	8.2 gal/hr Diesel	17,318	0	0	2,598	6,927	3,464	2,598	
Isophase and nonsegregated bus duct	Crane - Lattice Boom	Manitowoc16000 - 440t	500 Hp III	5 1	2 Mo 50%	1056 hr 10.	.4	10.4 gal/hr Diesel	10,982	0	0	1,047	4,393	1 785	1,04/	
Local Instrument and control equipment	Boom Lift - 80 ft	Genie S-80	74 Hp III	5 1	12 Mo 50%	5280 hr	0.020	1.9 gal/hr Diesel	10 159	0	0	1,530	4.063	2.032	1,524	-
Switchvard Breakers & Equipment	Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp III	1 1	12 Mo 40%	845 hr 6.	.3	6.3 gal/hr Diesel	5.322	0	0	798	2,129	1,064	798	
Equipment and site grounding	Pickup Truck 3/4 ton	F-250	300 Hp	3 2	4 Mo 40%	5069 hr	3	3.0 gal/hr Diesel	15,206	0	0	2,281	6,083	3,041	2,281	1
Communications and data systems	Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp	1 4	12 Mo 30%	2218 hr 3.	.5	3,5 gal/hr Gas	7,762	0	0	1,164	3,105	1,552	1,164	
Examination, Testing & Start-up	Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III	2 4	2 Mo. 40%	5914 hr	0.026	3.0 gal/hr Diesel	17,682	0	0	2,652	7,073	3,536	2,652	
PART IIB GAS	A Second second second second second second								7,762 151,557	0	0	22.734	3,105	1,552 30,311	22,734	15
IV. Major equipment (heavy) lift and movement									an ann a chuirteach							a la serie de la s
Including:		100000 1101	500 U		0 14 050	500 h = 40		40 A salita Dissal	5 404			E40	1.047	0.746	075	
I ransformers and switchgear	Crane - Lattice Boom	Manitowoc16000 - 440t	500 Hp III	1 1	2 Mo 25%	528 hr 10.	.4	10.4 gai/hr Diesel	5,491	0	0	665	1,047	3 326	333	
Peartor vessel S/G. Containment Liner assemblies	Heavy Transporter	Goldhoffer	600 Hp III	2 30	0 Hr 75%	300 hr	0.025	15.0 gal/hr Diesel	4 500	0	0	0	1,800	2 700	000	<u>.</u>
Turbine and generator parts and pieces	Heavy Transporter	Goldhoffer	600 Hp III	1 30	00 Hr 75%	300 hr	0.025	15.0 gal/hr Diesel	4,500	0	0	0	1,800	2,700	0	
Moisture separators, FW Heaters,	Heavy Transporter	Goldhoffer	600 Hp III	1 30	00 Hr 75%	300 hr	0.025	15.0 gal/hr Diesel	4,500	0	0	0	1,800	2,700	0	
PART IV GAS				ar soone ar bo					0	0	0	0	0	D	0	
PART IV DIESEL									25,644	0	0	1,214	9,043	14 172	607	
Including:	Crane - Picker	Grove RT530E-2 30t	160 Hp III	2 6	8 Mo 50%	11968 hr	0.026	4.2 gal/hr Diesel	49.787	0	2.489	7,468	9,957	9.957	9,957	
Service vehicles	Boom Lift - 80 ft	Genie S-80	74 Hp III	3 6	8 Mo 25%	8976 hr	0.026	1.9 gal/hr Diesel	17,270	0	863	2,590	3,454	3,454	3,454	-
Janitorial / Garbage collection	Pickup Truck 3/4 ton	F-250	300 Hp	3 6	8 Mo 25%	8976 hr	3	3.0 gal/hr Diesel	26,928	0	1,346	4,039	5,386	5,386	5,386	
Snow plowing and road maintenance	Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp	1 6	8 Mo 10%	1197 hr 3.	.5	3.5 gal/hr Gas	4,189	0	209	628	1,047	838	838	
Portable lighting	Material truck 2-1/2 ton	F-650	270 Hp III	1 6	8 Mo 25%	2992 hr	0.026	7.0 gal/hr Diesel	21,004	0	1,050	3,151	5,251	4,201	4,201	<u></u>
Portable generators	RR switch engine	Estimated 600 Hp	600 Hp II	1 6	68 Mo 10%	1197 hr	0.026	15.6 gal/hr Diesel	18,670	0	934	2,801	4,668	3,734	3,734	-
Air compressors	Air Compressore		<50 Hp				-		0							
Portable lighting	Portable Lighting		<50 Hp						0							
									0							
PART V GAS									4,189	0	6 653	20.049	28,715	26 732	26 732	20
VI, Final site work/Grading							N. Partie		100,000		0,000					and the second
Topsoil Restoration - 124,200 cy	Tracked Dozer	Cat D9	410 Hp III	3	8 Mo 60%	2534 hr 1	15	15.0 gal/hr Diesel	38,016	0	0	0	0	0	7,603	30
	Tracked Dozer	Cat D7	235 Hp III	3	8 Mo 60%	2534 hr	9	9.0 gal/hr Diesel	22,810	0	0	0	0	0	4,562	18
	Excavator - Medium	Cat 321D	148 Hp III	1	8 Mo 50%	704 hr	5	5.0 gal/hr Diesel	3,520	0	0	0	0	0	704	-
	Semi-Trailer Dump	Mack E8	400 Hp III	6	8 Mo 50%	4224 hr	0.026	10.4 gal/hr Diesel	43,930	0	0	0	0	0	8,786	3
	Motor Grader	Cat 14M	259 Hp III	2	0 M0 60%	1690 nr 1	6	6.0 gal/hr Diesel	18,586	0	0		0		3,717	1
	Pickup Truck 3/4 top	E-250	300 Hp	2	8 Mo 30%	2004 NF 845 br	3	3.0 gai/hr Diesel	2 534	0	0		0	0	507	1
	Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp	1	8 Mo 50%	704 hr 3	5	3.5 gal/hr Gas	2 464	0	0		0	0	493	-
	- inter index or inter [Electioed for onaite use]	Mack MP6	150 Hp II	1	8 Mo 10%	141 hr 3	5	3.5 gal/br Diesel	493	0	0	0	0	Ő	99	
	Fuel I ruck			and the second se		and the second		the set of						and the second se		
	Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III	2	8 Mo 30%	845 hr	0.026	3.0 gal/hr Diesel	2,526	0	0	0	0	0	505	
	Rough Terrain Extended Forklift Material truck 2-1/2 ton	Lull 1044C-54 F-650	115 Hp III 270 Hp III	2	8 Mo 30% 8 Mo 30%	845 hr 422 hr	0.026	3.0 gal/hr Diesel 7.0 gal/hr Diesel	2,526 2,965	0	0	0	0	0	505 593	1

Uni Bell Cor	Star Nuclear I Bend Nuclear Power Plant struction Vehicle Fuel Consumption Study		Tot	Attachment Worksheet 1 of 2 - F al Fuel Usage (Safety and N	1 Page 5 of 6 on-safety related work)							Rep	port No: SL-0 Project N	10055, Rev. Io. 12198-43
	Section 2 Commercial/Construction Deliveries	Deliveries	Quantity	Unit	Distance	Fuel rate mi/gal	Total Fuel	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
9 ( Sec.)	Construction deliveries and related traffic	15 Tons per Shipment				and the second second second second	12.2.2.2.2				Contraction of the second			
	Civil Material	at a second s					7.000		0.000		0.05	005	700	
100%	Construction Equipment Mobilization/Removal	500 moves on + 500 off	1,000	shipments	50 mi	6.5 mi/gal Diesel	7,692 gal	1,538	2,308	1,154	385	385	769	1,154
100%	Concrete Material (Sand, stone, cement, admixtures)	848,362 tons	20,007	shipments	50 mi	6.5 mi/gal Diesel	435,057 gai	21,753	51 282	51 282	100,764	43,506	21,755	21,753
100%	Lean Concrete Materials	200,000 cy	13,333	shipments	50 mi	6.5 mi/gal Diesel	256 410 gal	0	128 205	128 205	0	0	0	0
100%	Coherina fill	900,000 cy	53,333	chipmente	50 mi	6.5 mi/gal Diesel	410 256 gal	0	205 128	205 128	0	0	0	0
100%	Formwork	2 393 tons	160	shipments	50 mi	6.5 mi/gal Diesel	1 227 gal	61	245	430	307	61	61	61
100%	Rebar	55 331 tons	3 689	shipments	50 mi	6.5 mi/gal Diesel	28.375 gal	1,419	5.675	9.931	7.094	1,419	1,419	1,419
100%	Structural Steel	6 261 tons	417	shipments	75 mi	6.5 mi/gal Diesel	4.816 gal	0	482	1,926	1,926	241	241	0
100%	Misc. Steel	1.016 tons	68	shipments	75 mi	6.5 mi/gal Diesel	782 gal	0	0	234	234	78	117	117
100%	Mod Steel	225 tons	15	shipments	75 mi	6.5 mi/gal Diesel	173 gal	0	0	43	43	52	17	17
100%	Steel Liner	1.412 tons	94	shipments	75 mi	6.5 mi/gal Diesel	1,086 gal	0	0	434	434	217	0	0
100%	Embedded Steel	1,903 tons	127	shipments	75 mi	6.5 mi/gal Diesel	1,464 gal	0	220	439	439	293	73	0
100%	Siding & Roofing	2,056 tons	137	shipments	50 mi	6.5 mi/gal Diesel	1,054 gal	0	0	53	527	474	0	0
100%	Asphalt	21,850 tons	1,457	shipments	50 mi	6.5 mi/gal Diesel	11,205 gal	0	3,362	3,362	0	0	1,681	2,801
100%	Pre engineered building	60 tons	4	shipments	50 mi	6.5 mi/gal Diesel	31 gal	0	31	0	0	0	0	0
100%	Construction Debris	12,000 tons	800	shipments	50 mi	6.5 mi/gal Diesel	6,154 gal	615	615	923	1,231	923	923	923
	Piping and Mechanical Material	7,500 tons	500											
100%	Large and Small bore pipe	7,500 tons	500	shipments	75 mi	6.5 mi/gal Diesel	5,769 gal	0	0	1,154	2,019	1,731	577	288
100%	Large bore hangers	2,788 tons	186	shipments	75 mi	6.5 mi/gal Diesel	2,145 gal	0	0	429	751	643	214	107
100%	Nuclear Island EM package equipment	15,377 tons	1,025	shipments	150 mi	6.5 mi/gal Diesel	23,657 gal	0	0	4,731	8,280	7,097	2,366	1,183
100%	Turbine Island and BOP Mechanical Equipment	Estimated	1000	shipments	150 mi	6.5 mi/gal Diesel	23,077 gal	0	0	4,615	8,077	6,923	2,308	1,154
100%	Consumables	Estimated	1000	snipments	50 mi	8.0 mi/gai Gas	6,250 gai	U	U	1,250	2,100	1,8/5	020	313
4000/	Electrical Equipment	1 256 tons		chinmente	50 mi	6.5 milaal Diesel	602 001	0	0	104	242	208	69	60
100%	Cohlo Trav	75 tone	50	shipments	50 mi	6.5 mi/gal Diesel	377 gal	0	0	57	132	113	38	38
100%	Dourse & Control with	4 406 tone	204	shipmente	75 mi	6.5 mi/gal Diesel	3 380 gal	0	0	508	1 017	1 186	330	330
100%	NI Electrical Equipment	5 000 tone	333	shipmente	150 mi	8.0 mi/gal Gas	6 250 gal	0	0	938	1,011	2 188	625	625
100%	TI Electrical Equipment	5,000 tons	333	shipments	150 mi	8.0 mi/gal Gas	6 250 gal	0	0	938	1,875	2,188	625	625
10070	Site Support Services						-, g		T					
100%	Fuel deliveries	Based on fuel usage from Section 1	827	shipments	50 mi	6.5 mi/gal Diesel	6.364 gal	1,273	1.591	955	636	636	636	636
100%	Vendor deliveries	4 /day	5984	trips	50 mi	15.0 mi/gal Gas	19,947 gal	0	997	4,987	4,987	4,987	1,995	1,995
100%	Equipment service calls	3 /day	4488	trips	50 mi	18.0 mi/gal Gas	12,467 gal	0	623	623	1,870	1,870	3,740	3,740
	COMMERCIAL/DELIVERIES GAS		and the statistic and the state	the state of the s		Charles and the Report of the last	51,163	0	1,621	8,735	12,794	13,107	7,610	7,297
	COMMERCIAL/DELIVERIES DIESEL						1,333,617	26,660	486,155	546,615	142,539	66,187	33 602	32,060
					Average	Average	and the second second							
100%	Section 3	Average Workforce KLD Traffic Study	Commuters = 1.3		Round	Fuel rate Fuel	Total Fuel	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
10070	Workforce Commute	Const Staffing Profile RFI EPR-11-039	person/car		trip	(mi/gal)								
					Distance	(migui)				Contraction of the				
	Year 1	150	115		50 mi	20.0 mi/gal Gas	82,800	82,800						<u></u>
					50 mi	18.0 mi/gal Diesel	8,000	8,000					L	
	Year 2	550	423		50 mi	20.0 mi/gal Gas	303,600		303,600			11.111	A. C. State	
		1050	1 500		50 mi	18.0 mi/gal Diesei	29,333		29,333	1 076 400				
	Tear 3	1950	1,500		50 mi	20.0 mi/gal Gas	1,076,400			1,076,400	a contraction of the second			
	Vera 4	3800	2 022		50 mi	20.0 mi/gal Class	2.007.600			104,000	2 007 600		and the second se	
		3000	2,923		50 mi	18.0 mi/gal Diesel	202 667			1.1. 191.1	202 667	18,96, 208 		and and
	Vegr 5	3800	2 023		50 mi	20.0 mi/gal Case	2 097 600				202,007	2 097 600		
		3000	2,923		50 mi	18.0 mi/gal Diesel	202 667			-		202 667		
<del>čoli i na s</del> e	Year 6	2000	1 538		50 mi	20.0 mi/gal Gas	1 104 000					202,007	1 104 000	
			1,000		50 mi	18.0 mi/gal Diesel	106,667						106,667	
	Year 7	400	308		50 mi	20,0 mi/gal Gas	220,800	242.2						220,800
					50 mi	18.0 mi/gal Diesel	21,333							21,333
	WORK FORCE COMMUTE GAS				In the second		6,762,000	82,800	303,600	1,076,400	2,097,600	2,097.600	1,104,000	0
	WORK FORCE COMMUTE DIESEL						653 333	8 000	29 333	104 000	202 667	202 667	106 667	0

UniStar Nucles Bell Bend Nuc Construction V	ar dear Power Plant Vehicle Fuel Consumption Study			Work Total Fuel Usage	Attachment sheet 1 of 2 - F (Safety and N	it 1 Page 6 of Jon-safety	f 6 y related work	9. <u>19</u> . 19.							Repr	art No: SL-01( Project No	0055, Rev. 3 5. 12198-434
Fuel C	onsumption Summary																
	Non-Road Equipment Summary								Fuel	Total Fuel	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
Luzern C	County	100%							Diesel	4,854,651	1,317,916	1,350,552	786,782	693,655	376,093	142,040	187,613
									Gas	109,169	11,004	14,298	27,546	26,993	18,394	5,821	5,113
	Construction Deliveries Summary								Fuel	Total Fuel	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
Wyoming	g, Lackawanna, Luzern, and Monroe	45%							Diesel	600,218	11,997	218,770	245,977	64,143	29,784	15,121	14,427
									Gas	23,024	0	729	3,931	5,757	5,898	3,424	3,284
Lehigh, (	Carbon, Northampton, and Lancaster	10%							Diesel	133,382	2,666	48,615	54,662	14,254	6,619	3,360	3,206
									Gas	5,116	0	162	874	1,279	1,311	761	730
Columbia	ia, Schuykill	45%							Diesel	600,218	11,997	218,770	245,977	64,143	29,784	15,121	14,427
			-						Gas	23,024	0	729	3,931	5,757	5,898	3,424	3,284
Total									Diesel	1,333,817	26,660	486,155	546,615	142,539	66,187	33,602	32,060
									Gas	51,163	0	1,621	8,735	12,794	13,107	7,610	7,297
	Workforce Commute								Fuel	Total Fuel	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
Carbon		16%							Diesel	107,947	1,280	4,693	16,640	32,427	32,427	17,067	3,413
									Gas	1,117,248	13,248	48,576	172,224	335,616	335,616	176,640	35,328
Columbia	a	15%							Diesel	101,200	1,200	4,400	15,600	30,400	30,400	16,000	3,200
									Gas	1,047,420	12,420	45,540	161,460	314,640	314,640	165,600	33,120
Lackawa	anna	8%							Diesel	53,973	640	2,347	8,320	16,213	16,213	8,533	1,707
									Gas	558,624	6,624	24,288	86,112	167,808	167,808	88,320	17,664
Luzerne		44%							Diesel	296.853	3.520	12,907	45,760	89,173	89,173	46,933	9,387
	and the second	a second and a second							Gas	3.072.432	36,432	133,584	473,616	922,944	922,944	485,760	97,152
Montour	· · · · · · · · · · · · · · · · · · ·	4%							Diesel	26,987	320	1,173	4,160	8,107	8,107	4,267	853
									Gas	279 312	3 312	12.144	43.056	83,904	83,904	44,160	8.832
Northum	berland	3%	and the second						Diesel	20 240	240	880	3 120	6 080	6 080	3,200	640
		<b>C</b> N							Gas	209 484	2 484	9 108	32 292	62 928	62 928	33,120	6.624
Schuvkil	and the second	10%					-		Diesel	67 467	800	2 933	10,400	20.267	20 267	10,667	2 133
Condyna		1010					++		Gas	698 280	8 280	30,360	107 640	209 760	209 760	110 400	22 080
Myomin	a	1%							Diesel	6 747	80	293	1 040	2 027	2 027	1.067	213
vvyoninių	9	170			1000 C				Gae	69,828	828	3.036	10 764	20.976	20.976	11 040	2 208
Total						- 10 - 10 - 10 - 10			Diesel	674 667	8 000	29 333	104 000	202 667	202 667	106 667	21 333
TOLA									Gas	6 982 800	82,800	303 600	1 076 400	2 097 600	2 097 600	1 104 000	220,800
	Project Fuel Usage Summany						I and the second second	1.00	Eucl	Total Fuel	Vear 1	Vear 2	Vear 3	Vear 4	Vear 5	Vear 6	Year7
	riojecti dei osage Summary						1		Diesel	6 863 136	1 352 576	1 866 040	1 437 397	1 038 861	644 946	282 309	241 007
							-		Gas	7 143 133	02,070	319 519	1 112 681	2 137 387	2 129 100	1 117 /31	233 210

Safety- Related	Section 1																	
0%	Non-Road Construction Equipment	Equipment	Class/Model #	HP	Tier Qn	ty On Site Wk%	Hours or Distance	g/h g/h/hj	Average Fue Rate	Fuel Total	Fuel (Gal)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
0%	IA. Early Site Preparation							de la constantion de	and the state	States and	discription of the		Zo a Statistica St			S. California California	Contractor Contractor	
	Clearing, Deforesting, Grubbing & Grading								and the second second									
	Including:	Tracked Dozer	Cat D10	700 Hp	111	4 5 Mo 75%	3300 hr	20	20.0 gal/h	r Diesel	0	0	0	0	0	0	0	(
	Access Roads	Tracked Loader	CAT 973C	263 Hp	111	3 5 Mo 75%	2475 hr	10	10.0 gal/h	Diesel	0	0	0	0	0	0	0	
	Topsoil cut & stockpile	Excavator - Medium	Cat 321D	148 Hp		3 5 Mo 60%	1980 hr	5	5.0 gal/h	Diesel	0	0	0	0	0	0	0	(
	Topsoil Removal- 503414 cy	Excavator - With tree attachment	Cat 345D L	380 Hp	111	1 5 Mo 60%	660 hr	10	10.0 gal/h	r Diesel	0	0	0	0	0	0	0	
	Used for final grading - 128,000 cy	Crane - Picker	Grove RT530E-2 30t	160 Hp		2 5 Mo 40%	880 hr	0.02	8 4.5 gal/h	r Diesel	0	0	0	0	0	0	0	(
	Topsoil Stockpiled - 376257cy	Semi-Trailer Dump	Mack MP8	450 Hp	HI	10 5 Mo 50%	5500 hr	0.02	6 11.7 gal/h	r Diesel	0	0	0	0	0	0	0 0	(
		Motor Grader	Cat 14M	259 Hp	fill	2 5 Mo 45%	990 hr	11	11.0 gal/h	r Diesel	0	0	0	0	0	0	0	(
		Scraper	Cat 631G	462 Hp	111	8 5 Mo 60%	5280 hr	16	16.0 gal/h	r Diesel	0	0	0	0	0	0	0	(
		Scraper	Cat 631G	462 Hp		3 5 Mo 60%	1980 hr	16	16.0 gal/h	r Diesel	0	0	0	0	0	0	0 0	(
		Vibratory Soil Compactor	Cat CS74	156 Hp		1 5 Mo 60%	660 hr	6	6.0 gal/h	r Diesel	0	0	0	0	0	0	0	(
		Water Trucks	Mack MP6	150 Hp	11	1 5 Mo 40%	440 hr	3.5	3.5 gal/h	r Diesel	0	0	0	0	0	0	0	(
		Pickup Truck 3/4 ton	F-250	300 Hp		2 5 Mo 50%	1100 hr	3	3.0 gal/h	r Diesel	0	0	0	0	0	0	0	(
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp		2 5 Mo 50%	1100 hr	3.5	3.5 gal/h	r Gas	0	0	0	0	0	0	0	(
		Fuel Truck	Mack MP6	150 Hp	Ш	2 5 Mo 20%	440 hr	3.5	3.5 gal/h	r Diesel	0	0	0	0	0	0	0	(
6 M M M		Mechanic's Truck 2-1/2 ton	F-650	270 Hp		1 5 Mo 30%	300 hr	4 0.02	6 4.0 gal/h	r Diesel	0	0	0	0	0	0	0	(
	IB. Site Development & Excavation	Reality of the second of the second	Charles and the second second second	Star Conglish	Sugar line	Seal States and Seal States	all and services	March 19	and the second of	In the second second	and and weather	HERE REAL	en og hande for		an maria	Sector and	and the second second	State Harrison
0%	Excavating/Backfilling/Earth/Soil/Rock Remove & Disposal - Intake Area, Switchyard, Northeast Laydown, West Laydown	Tested Dependence	Cat D10	700.11	. 111	7 4 14- 700	(000 )-	20	20.0	Diese	al	0	0	0				
	Esumated quantities:	Parabar	Cat D10	700 Hp		7 4 MO 75%	4200 hr	20	20.0 gal/h	Diesel	0	0	0	0	0			
	Removal - 870,471cy	Scraper	Cat 03/G (dual engiñe)	962 Hp		0 4 M0 50%	2400 hr	52	32.0 gal/h	Diesel	0	0		0	0		0	
	Placement - 881,664cy	Excavator - Medium	Cat 3210	148 Hp		1 4 Mo 60%	480 hr	5	5.0 gal/h	Diesel		U		0	0	0	0	
		Tracked Loader	CAT 973C	263 Hp		6 4 Mo 70%	3360 hr	10	10.0 gal/h	Diesel		0	<u>v</u>	0	0	0	0	
		Motor Grader	Cat 14M	259 Hp		1 4 MO 50%	400 hr	11	11.0 gai/n	Diesel	0	0	0	0	0	0	0	
		Pickup I ruck 3/4 ton	F-250	300 Hp		1 4 Mo 35%	280 hr	3	3.0 gal/h	Diesel	U	0	0	0	0	0	0	(
		water frucks	Mack MP6	150 Hp		1 4 Mo 50%	400 hr	3.5	3.5 gal/h	Diesel	0	0	0	0	0	0	0	
0%	- Powerblock (includes GIS, Switchyard, Cooling towers and North central laydown area) Estimated Quantities:	Tracked Dozer/Ripper	Cat D10	700 Hp	III	4 13 Mo 60%	6240 hr	20	20.0 gal/h	r Diesel	0	0	0	0	0	0	0 0	
	Removal - 10,837,579 cy	Tracked Dozer/Disk	Cat D9	410 Hp		1 13 Mo 60%	5 1560 hr	15	15.0 gal/h	r Diesel	0	0	0	0	0	0	0	
	Placement - 2,681,000 cy	Tracked Loader	CAT 973C	263 Hp		2 13 Mo 60%	3120 hr	10	10.0 gal/h	Diesel	0	0	0	0	0	0	0	(
		Scraper	Cat 637G (dual engine)	962 Hp		15 13 Mo 50%	19500 hr	32	32.0 gal/h	r Diesel	0	0	0	0	0	0	0	(
10%		Vibratory Soil Compactor	Cat CS74	156 Hp	m	2 13 Mo 45%	2340 hr	6	6.0 gal/h	r Diesel	1,404	281	562	562	0	0	0	(
10%		Soil Compactor	Cat 825H	400 Hp		2 13 Mo 45%	2340 hr	18	18.0 gal/h	r Diesel	4,212	842	1,685	1,685	0	0	0 0	(
		Excavator - Medium	Cat 321D	148 Hp	III	2 13 Mo 609	3120 hr	5	5.0 gal/h	r Diesel	0	0	0	0	0	0	0	(
		Tracked Loader	CAT 973C	263 Hp	III	6 13 Mo 709	5 10920 hr	10	10.0 gal/h	r Diesel	0	0	0	0	0	0	0	
		Motor Grader	Cat 14M	259 Hp	111	2 13 Mo 509	2600 hr	11	11.0 gal/h	r Diesel	0	0	0	0	0	0	0	(
		Excavator - Large	Cat 3/5L	428 Hp		5 13 Mo 60%	7800 hr	16	16.0 gal/h	Diesel	0	0	0	0	0	0	0	(
		Off Road Truck (80 ton payload)	Cat 7/3	650 Hp		30 13 Mo 459	35100 hr	16	16.0 gal/h	Diesel	0	0	0	0	0	0	0	
		Pickup Truck 3/4 ton	F-250	300 Hp		3 13 Mo 359	2730 hr	3	3.0 gal/h	Diesel	0	0	0	0	0	0	0	
		vvater i rucks	Mack MP6	150 Hp	H	2 13 Mo 509	2600 hr	3.5	3.5 gal/h	Diesel	U	0	U	0	0	0	0	
		water Wagon 8000 gai	Cat 631G	462 Hp		1 13 Mo 50%	1300 hr	10	16.0 gal/h	Diesel	0	0	U	0	0	0	0	10 A 4
0004		Mechanics Truck 2-1/2 ton	0-000	2/0 Hp		2 13 MO 30%	1560 hr	4 0.02	4.0 gal/h	Diesel	2.916	0	0 110	704	0	0	0	
80%		End Loader (Batch Plant)	Cat 906H	262 Hp		2 4 Mo 50%	704 hr	25	5.0 gal/h	Diesel	2,810	0	2,112	2 420	0	0	0	
80%	La	Concrete I ruck	MACK MPD	150 Hp	н	15 4 Mo 33%	3485 hr	3.5	3.5 gal/h	Diesel	9,151	0	1,318	2,439	0			
3		Dislaw Truck 3/4 ton	F-200	300 Hp		1 13 MO 509	1300 hr	35	3.0 gal/h	Gas	0	0		0	0	0		
		Fiel Truck 3/4 ton (Licensed for offsite use)	Maak MD6	300 Hp		2 13 MO 409	2080 hr	3.5	3.5 gai/n	r Discol		0		0	0	-		
	And consequence ( Insert ) a part to ( ) ( Insert) in prove ( eg. ( ) (a) ( ) (a) prove ( ) (a) a prove ( ) (a) a consequence ( ) (a) a consequence ( )	FUELTION		150 Hp		4 13 MO 209	2000 hr	3.0	o.o gai/r	Dieser	U	J	J	U	U		0	
0%	Desking Backhilling/Earth/Soli/Kock Kemöve & Disposal																	
	- Farming	Tracked Dozer	Cat D7E	225 LI-		2 5 140 750	1500	9	A D acl/b	Diesel	0	0	0	0	^	-		,
	Esumated Quantities.	Coronar	Cat 621G	230 Hp		1 5 Mo 500	500 hr	16	9.0 gal/r	r Diesel	0	0	0	0	0			
		Vibratani Cail Compostor	Cat C874	402 Hp		2 5 140 450	500 hr	6	6.0 cel/h	Diesel		0		0	0			
	Flacement 1,413,639 Cy	Soll Compactor	Cat 03/4	ADD LI-		2 5 MO 459	900 hr	19	19.0 gal/	r Diesel	0	0	0	0	0			
		Son Compactor	Cat 221D	400 Hp		2 5 MO 459	500 hr	5	5.0 gal/h	Diesel	0	0		0	0		1 <u> </u>	
	اسم حيور فالبارا إسباعيم والمستعام والبيع عبرتا	Excevator - Medium	CAT 0720	146 Hp		1 5 140 700	700 1-	10	5.0 gal/r	Diesel	0	0	0	0	0			
		Hacked Loader	Cat 14M	203 Hp		1 5 Mo 709	700 hr	11	11.0 gal/r	r Diesel	0	0	0	0	0			
		INACTOR ( PRODOF		< 20M FID	1 111	1 0 MO 009	J SOU Nr	Contraction of the second second	1 I.U gal/r	UICOCI	U	U	U	J	U	L. U	0	
		Motor Grader	Barber Greene AD 1000	174	111	1 5 140 500	500 hr	6	6.0 col/h	Diecel	0	0	0	0	0	0		
		Asphalt Paver	Barber GreeneAP-1000	174 Hp		1 5 Mo 509	500 hr	6	6.0 gal/h	r Diesel	0	0	0	0	0	0	0 0	(
		Motor Grader Asphalt Paver Asphalt Compactor	Barber GreeneAP-1000 Cat CB434C	174 Hp 107 Hp		1 5 Mo 509 1 5 Mo 509	500 hr	6	6.0 gal/h 4.0 gal/h 3.5 cal/h	r Diesel	0	0	0	0	0	0		(
		Motor Grader Asphalt Paver Asphalt Compactor Water Trucks Dickus Truck 3/4 top	Barber GreeneAP-1000 Cat CB434C Mack MP6 E-250	174 Hp 107 Hp 150 Hp		1 5 Mo 509 1 5 Mo 509 1 5 Mo 509 1 5 Mo 509	500 hr 500 hr 500 hr	6 4 3.5	6.0 gal/h 4.0 gal/h 3.5 gal/h	r Diesel r Diesel r Diesel	0	0	0	0 0 0	0	000000000000000000000000000000000000000		(

UniS Bell I Cons	tar Nuclear Bend Nuclear Power Plant truction Vehicle Fuel Consumption Study	1 1 1 1 2 0 1 4 2 0 1 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Attachment 1 Worksheet 2 of 2 - Page 2 of 6 Safety-related Fuel Usage	18.11 - 11. Alexandramianen erretti e - 12 2.		11 11 12 - 12 - 12 - 12 12 - 12 - 12 - 1	e e	R R	Report No: SL-010055, Rev. 2 Project No. 12198-434
0%	Excavating/Backfilling/Earth/Soil/Rock Remove & Disposal - Support road (Includes Quarry, Batch plant, Central lavdown)									
	Estimated Quantities:	Tracked Dozer	Cat D7E	235 Hp III 4 15 Mo 75%	9000 hr 9	9.0 gal/hr Diesel	0	0 0	0 0	0 0 0
	Removal - 364,572 cy	Scraper	Cat 637G (dual engine)	962 Hp III 3 15 Mo 50%	4500 hr 32	32.0 gal/hr Diesel	0	0 0	0 0	0 0 0
	Placement - 2,819,652 cy	Vibratory Soil Compactor	Cat CS74	156 Hp III 1 15 Mo 45%	1350 hr 6	6.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Soil Compactor	Cat 825H	400 Hp III 2 15 Mo 45%	2700 hr 18	18.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Excavator - Medium	Cat 321D	148 Hp III 2 15 Mo 60%	3600 hr 5	5.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Tracked Loader	CAT 973C	263 Hp III 2 15 Mo 70%	4200 hr 10	10.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Motor Grader	Cat 14M	259 Hp III 2 8 Mo 50%	1600 hr 11	11.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Asphalt Paver	Barber GreeneAP-1000	1/4 Hp III 1 5 Mo 50%	500 hr 6	6.0 gal/hr Diesel	0	0 0	0 0	0 0 0
-		Asphalt Compactor	Cat CB434C	200 Hp 1 15 Mo 30%	1050 br 3	4.0 gal/hr Diesel	0	0 0		0 0 0
		Mater Trucke	Mack MP6	150 Hp II 2 15 Mo 40%	2400 br 3.5	3.5 gal/hr Diesel	0	0 0	0 0	0 0 0
		Water Wagon 8000 gal	Cat 631G	462 Hp II 1 15 Mo 40%	1200 br 18	18.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 2 15 Mo 50%	3000 hr 3.5	3.5 gal/hr Gas	0	0 0	0 0	0 0 0
	Excavating/Backfilling/Earth/Soil/Rock Remove & Disposal								and the second second second	
0%	- South Laydown									
	Estimated Quantities:	Tracked Dozer	Cat D10	700 Hp III 4 4 Mo 75%	2400 hr 20	20.0 gal/hr Diesel	0	0 0	0 0	0 0 0
	Removal - 142,188cy	Soil Compactor	Cat 825H	400 Hp III 1 4 Mo 45%	360 hr 18	18.0 gal/hr Diesel	0	0 0	0 0	0 0 0
	Placement - 3,815,583cy	Excavator - Medium	Cat 321D	148 Hp III 3 4 Mo 60%	1440 hr 5	5.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Motor Grader	Cat 14M	259 Hp III 1 4 Mo 50%	400 hr 11	11.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Water Trucks Pickup Truck 2/4 top (Licensed for offsite use)	Mack MPb	300 Hp 1 4 Mo 50%	400 hr 3.5	3.5 gal/hr Diesel	0	0 0		
0%	Boring/Soils investigation	Pickup Truck 3/4 tor (Licensed for onsite use)	1-200		400 111 3.5	0.0 gaviii 0a3		0		
070	Includes Wells & Dewatering	Schramm T64 Well Drilling Rig	Cat 3406 diesel	420 Hp II 1 4 Mo 35%	246 hr 0.026	10.9 gal/hr Diesel	0	0 0	0 0	0 0 0
	•	Pickup Truck 3/4 ton	F-250	300 Hp 1 4 Mo 50%	352 hr 3	3.0 gal/hr Diesel	0	0 0	0 0	0 0 0
50%	Underground utilities, piping, duct runs, grounding								and the state of the state	
		Crane - Picker	Grove RT530E-2 30t	160 Hp III 2 8 Mo 40%	1126 hr 0.026	4.2 gal/hr Diesel	2,343	0 1,171 1,17	1 0	0 0 0
		Tracked Dozer	Cat D7E	235 Hp III 2 8 Mo 60%	1690 hr 9	9.0 gal/hr Diesel	7,603	0 3,802 3,80	2 0	0 0 0
		Backhoe	Cat 430E	102 Hp III 6 8 Mo 60%	5069 hr 0.028	2.9 gal/hr Diesel	7,238	0 2,895 2,17	1 2,1/1	0 0 0
		Pickup I ruck 3/4 ton	F-250	300 Hp 8 8 M0 40%	4506 hr 3	3.0 gal/hr Diesel	0,708	0 2,703 2,70	3 1,352	0 0 0
		Semi-Trailer Dump	Mack E8	400 Hp III 1 8 Mo 60%	845 hr 0.026	10.4 gal/hr Diesel	4,224	0 2,034 1,05	7 439	0 0 0
50%	Warehouse & Storage		Mack LO		040 111 0.020	Tota gaptin Dieser	4,000	0 2,100 1,10	1 400	
0070	Construction & Operation	Fork Lift - 15,000 Lb capacity	Cat DP70E	94 Hp III 2 68 Mo 35%	8378 hr 0.033	3.1 gal/hr Diesel	12,994	0 1,299 2,59	3,898	3,248 1,299 650
		Crane - Picker	Grove RT530E-2 30t	160 Hp III 2 68 Mo 40%	9574 hr 0.026	4.2 gal/hr Diesel	19,915	0 1,991 3,98	3 5,974	4,979 1,991 996
1		Pickup Truck 3/4 ton	F-250	300 Hp 2 68 Mo 50%	11968 hr 3	3.0 gal/hr Diesel	17,952	0 1,795 3,59	0 5,386	4,488 1,795 898
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 1 68 Mo 30%	3590 hr 3.5	3.5 gal/hr Gas	6,283	0 628 1,25	7 1,885	1,571 628 314
		Material truck 2-1/2 ton	F-650	270 Hp III 1 68 Mo 25%	2992 hr 0.026	7.0 gal/hr Diesel	10,502	0 1,050 2,10	0 3,151	2,625 1,050 525
		Rough Terrain Extended Forklift	Luli 1044C-54	115 Hp III 1 68 Mo 45%	5386 hr 0.026	3.0 gal/hr Diesel	8,051	0 805 1,61	0 2,415	2,013 805 403
	PART 1 PRE-CONSTRUCTION GAS						0,283	0 628 1,25	7 1,885	1,5/1 528 314 17353 6941 3471
-	IIA. Civil/Concrete structure Work						120,100	1201 001020 02100		
0%	Bridge Construction (7 Bridges)									
		Tracked Dozer	Cat D10	700 Hp III 3 12 Mo 50%	3600 hr 20	20.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Tracked Dozer	Cat D8	305 Hp III 2 12 Mo 50%	2400 hr 11.5	11.5 gal/hr Diesel	0	0 0	0 0	0 0 0
		Soil Compactor	Cat 825H	400 Hp III 2 12 Mo 45%	2160 hr 18	18.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Excavator - Medium	Cat 321D	148 Hp III 4 12 Mo 50%	4800 hr 5	5.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Motor Grader	Cat 14M	259 Hp III 1 12 Mo 40%	960 hr 11	11.0 gal/hr Diesel	0	0 0	0 0	0 0 0
	and the second	Water Trucks	Mack MP6	150 Hp 11 1 12 Mo 50%	1200 hr 3.5	3.5 gal/hr Diesel	0	0 0	0 0	0 0 0
		Concrete Truck	Case 580	80 Hp III 3 12 Mo 60%	4/52 hr 3.5	2.2 gal/hr Diesel	0	0 0		0 0 0
		Crane - Picker	Grove RT530E-2 30t	160 Hp III 4 12 Mo 50%	4224 br 0.026	4.2 gal/br Diesel	0	0 0	0 0	0 0 0
	wernen werden werden der der seinen einer ein	Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp II 2 12 Mo 50%	2112 hr 6.3	6.3 gal/hr Diesel	ő	0 0	0 0	0 0 0
		Truck Mtd Boom 200 yds/hr Concrete Pump	Putzmeister 47Z-Meter	300 Hp III 1 12 Mo 25%	528 hr 0.028	8.4 gal/hr Diesel	0	0 0	0 0	0 0 0
		Pickup Truck 3/4 ton	F-250	300 Hp 2 12 Mo 25%	1056 hr 3	3.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 1 12 Mo 25%	528 hr 3.5	3.5 gal/hr Gas	0	0 0	0 0	0 0 0
-		Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III 2 12 Mo 45%	1901 hr 0.026	3.0 gal/hr Diesel	0	0 0	0 0	0 0 0
		End Loader (Batch Plant)	Cat 966H	262 Hp III 1 12 Mo 50%	1056 hr 5	5.0 gal/hr Diesel	0	0 0	0 0	0 0 0
0%	Sheet Piling	Grane I attice Boomt Lammar	Manitowee 111 004	205 Hp III 4 Ma 5000	352 br 5 2	5.3 gal/br Disect	0	0 0		
		Crane - Picker	Grove RT530E-2 30t	160 Hp III 2 4 Mo 35%	493 hr 0.026	4 2 gal/hr Diesel	0	0 0	0 0	
			101010 11 1000L-2 001	1001.0 11 2 - 110 00.00	0.020	T.Z. YUNTIL DIGSCI	<u> </u>		<u> </u>	

UniS Bell Con	itar Nuclear Bend Nuclear Power Plant struction Vehicle Fuel Consumption Study			Attachment 1 Worksheet 2 of 2 - Page 3 of 6 Safety-related Fuel Usage				Report No: SL-010055, Rev. 2 Project No. 12198-434
50%	Structural concrete	Truck Mtd Boom 200 vds/br Concrete Rump	Putzmeister 477-Meter	300 Hp III 5 2000 Hr 75%	7500 br 0.028	8.4 gal/br Diesel 31.500	3 150 9 450 9 45	0 6 300 1 575 1 57
		Crane - Lattice Boom	Manitowoo 555 - 150t	355 Hp II 5 36 Mo 25%	7920 br 6.3	6.3 gal/hr Diesel 24.948 (	2 495 7 484 7 48	4 4 990 1 247 1 24
		Crane - Picker	Grove RT530E-2 30t	160 Hp III 5 36 Mo 30%	9504 hr 0.026	4.2 gal/hr Diesel 19.768	1,977 5,930 5,93	0 3,954 988 988
		Pickup Truck 3/4 ton	F-250	300 Hp 12 36 Mo 25%	19008 hr 3	3.0 gal/hr Diesel 28,512 0	2,851 8,554 8,55	4 5,702 1,426 1,426
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 4 36 Mo 25%	6336 hr 3.5	3.5 gal/hr Gas 11,088 (	1,109 3,326 3,32	6 2,218 554 554
		Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III 6 36 Mo 45%	17107 hr 0.026	3.0 gal/hr Diesel 25,575 (	2,558 7,673 7,67	3 5,115 1,279 1,27
		End Loader (Batch Plant)	Cat 966H	262 Hp III 2 36 Mo 50%	6336 hr 5	5.0 gal/hr Diesel 15,840 0	1,584 4,752 4,75	2 3,168 792 79
		Concrete Truck	Mack MP6	150 Hp III 10 36 Mo 33%	20909 hr 3.5	3.5 gal/hr Diesel 36,590 0	3,659 10,977 10,97	7 7,318 1,830 1,83
		Tractor Loader/Backhoe	Case 580	80 Hp III 4 36 Mo. 50%	12672 hr 0.028	2.2 gal/hr Diesel 14,193 (	1,419 4,258 4,25	8 2,839 710 71
001	Non Power Block - Pump House, Switchyard, Cooling							
0%	Towers, Pump House	Crane Bieker	Crowe BTE20E 2 20t	160 Hp III 2 26 Mp 67%	8490 br 0.026	12 cal/br Diesel 0 (		
		Dickup Truck 2/4 top	610V8 R1330E-2 301	300 Hp 2 36 Mo 40%	5069 br 3	3.0 gal/br Diesel 0 0		
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 1 36 Mo 40%	2534 hr 3.5	3.5 gal/hr Gas 0 0		0 0 0
		Material truck 2-1/2 ton (Licensed for off site us	e E-650	270 Hp III 1 36 Mo 25%	1584 hr 4	4.0 gal/hr Diesel 0 0	0 0	0 0 0
	Construction of the second	Truck Mounted Boom Concrete Pump	Putzmeister 47Z-Meter	300 Hp III 3 12 Mo 30%	1901 hr 0.028	8.4 gal/hr Diesel 0 0	0 0	0 0 0
		Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp II 2 36 Mo 50%	6336 hr 6.3	6.3 gal/hr Diesel 0 0	0 0	0 0 0
		Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III 1 24 Mo 45%	1901 hr 0.026	3.0 gal/hr Diesel 0 0	0 0 0	0 0 0
25%	Switchyard						AND A DESCRIPTION OF A	CARDONISTICS THE SUBJECT OF
		Crane - Picker	Grove RT530E-2 30t	160 Hp III 2 18 Mo 50%	3168 hr 0.026	4.2 gal/hr Diesel 3,295 (	0 1,647 1,31	8 329 0
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 2 18 Mo 40%	2534 hr 3.5	3.5 gal/hr Gas 2,218 0	J 0 1,109 88	7 222 0
		Material truck 2-1/2 ton	F-650	270 Hp III 1 18 Mo 25%	792 hr 0.026	7.0 gal/hr Diesel 1,390 0	0 695 55	6 139 0
		Truck Mounted Boom Concrete Pump	Putzmeister 47Z-Meter	300 Hp III 3 18 Mo 10%	950 hr 0.028	8.4 gal/hr Diesel 1,996 0	0 1,497 49	9 0 0
		Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp II 1 18 Mo 25%	792 hr 6.3	6.3 gal/hr Diesel 1,247 (	936 31	2 0 0
		Rough Terrain Extended Forklift	Luli 1044C-54	115 Hp III 1 18 Mo 45%	1426 hr 0.026	3.0 gal/hr   Diesel   1,066 (	1 799 26	6 0 0
10%	Cooling Tower	Distant Distant	Design DTERRE 0 001	10011- 111 40 11- 070	0.400 bal	4.2 miller Direct		0 0.470 0
		Crane - Picker	Grove R1530E-2 30t	160 Hp III 4 18 M0 6/%	8490 hr 0.026	4.2 gavnr Diesel 3,532		0 2,4/2 0
	and and the second s	Pickup Truck 3/4 ton	F-200	300 Hp 3 18 Mo 40%	1267 br 2.5	3.0 gal/hr Diesel 1,140	0 0 34	2 796 0
eli, es Xirit		Material truck 3/4 (off (Licensed for offsite use)	F-230	270 Hp III 1 18 Mo 25%	792 br 0.026	7.0 gal/hr Diesel 556 (	0 0 16	7 389 0
		Crane - 1 attice Boom	Manitowoc 555 - 150t	355 Hp II 2 18 Mo 25%	1584 br 6 3	6.3 gal/hr Diesel 998	0 0 29	9 699 0
	the second s	Truck Mounted Boom Concrete Pump	Putzmeister 47Z-Meter	300 Hp III 3 12 Mo 30%	1901 hr 0.028	8.4 gal/hr Diesel 1.597 (	0 0 47	9 1.118 0
		Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III 1 36 Mo 45%	2851 hr 0.026	3.0 gal/hr Diesel 853 (	0 0 25	6 597 0
	PART IIA GAS					13,749 (	1,109 4,435 4,34	6 0 0
	PART IIA DIESEL					214,596	19,693 64,652	0 0
40%	IIB. Superstructure & Structural Steel						and an an an and the second second second	collected by the second of the constant of the pro-
	Structural and building steel							
		Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp II 5 12 Mo 50%	5280 hr 6.3	6.3 gal/hr Diesel 13,306 (	0 2,661 9,97	9 665 0
		Crane - Lattice Boom	Manitowoc 999 - 275t	400 Hp III 4 12 Mo 50%	4224 hr 8.2	8.2 gal/hr Diesel 13,855 0	0 2,771 10,39	1 693 0
	and the first strength whether a second strength and	Crane - Picker	Grove RT530E-2 30t	160 Hp III 7 12 Mo 67%	9905 hr 0.026	4.2 gal/hr Diesel 16,482 0	0 3,296 12,36	2 824 0
		Crane - Picker	Grove RT600E - 50t	173 Hp III 7 12 Mo 60%	8870 hr 0.026	4.5 gal/hr Diesel 15,960 (		0 798 0
		Boom Lift	JLG 800AJ	74 Hp III 8 12 M0 60%	10138 hr 0.026	1.7 gal/hr Diesel 0,653	0 1,571 5,14	1 390 0
		Bourth Terrain Extended Forkliff	Lull 1044C-54	115 Hp III 8 12 Mo 60%	10138 hr 0.026	3.0 gal/hr Diesel 12 125	0 2425 9.09	13 606 0
	Building Modules & Heaver Life	Rough renam Extended Forking	Jean 10440-04		101001111 0.0201	0.0 gana   0.0001   12,120		
	Duiluing modules & ricavy Citis	Crane - Manitowoc	21000 - 1000t	600 Hp III 1 24 Mo 20%	845 hr 12.6	12.6 gal/hr Diesel 4.258	0 0 2.12	29 2.129 0
		Crane - Manitowoc	31000 - 2300t	1.200 Hp III 1 12 Mo 20%	422 hr 24	24.0 gal/hr Diesel 4.055	0 2.028 2.02	28 0 0
	Building Siding/Insulated Panels					a new part of the second s	and the birth of the set of the second second second second	
		Crane - Picker	Grove RT530E-2 30t	160 Hp III 2 6 Mo 50%	1056 hr 0.026	4.2 gal/hr Diesel 1,757 (	0 0 52	7 1,230 0
		Boom Lift - 80 ft	Genie S-80	74 Hp III 3 6 Mo 70%	2218 hr 0.026	1.9 gal/hr Diesel 1,707	0 0 51	2 1,195 0
		Pickup Truck 3/4 ton	F-250	300 Hp 2 6 Mo 40%	845 hr 3	3.0 gal/hr Diesel 1,014 (	J 0 0 30	4 710 0
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 1 6 Mo 40%	422 hr 3.5	3.5 gal/hr Gas 591 0	0 0 17	7 414 0
		Material truck 2-1/2 ton	F-650	270 Hp III 1 6 Mo 50%	528 hr 0.026	7.0 gal/hr Diesel 1,483 (	0 0 44	5 1,038 0
	and the second	Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III 2 6 Mo 50%	1056 hr 0.026	3.0 gal/hr   Diesel   1,263 (	J 0 0 37	9  884  0
	Roofing							
		Crane - Picker	Grove RT530E-2 30t	160 Hp III 2 6 Mo 45%	950 hr 0.026	4.2 gai/hr Diesel 1,581 (		0 1,581 0
		Boom Lift - 80 ft	Genie S-80	74 Hp III 3 6 Mo 45%	1426 hr 0.026	1.9 gal/hr Diesel 1,09/		0 507 0
		Pickup Truck 3/4 ton	F-200	300 Hp 1 6 Mo 40%	422 nr 3	3.5 gal/br Cas 501		0 591 0
		Material truck 2-1/2 ton	F-650	270 Hp III 1 6 Mo 50%	528 hr 0.006	7.0 gal/hr Diesel 1.483		0 1483 0
		Rough Terrain Extended Forkliff	Lull 1044C-54	115 Hp III 2 6 Mo 45%	950 hr 0.020	3.0 gal/hr Diesel 1.137		0 1,137 0
	PART IIB GAS				0.020	1183	0 0 17	7 1.005 0
	PART UR DIESEL					107 723	1 0 19304 71.11	0 17 309 0

UniS Bell Cons	tar Nuclear Bend Nuclear Power Plant struction Vehicle Fuel Consumption Study			Attachment 1 Worksheet 2 of 2 - Page 4 of 6 Safety-related Fuel Usage			113 3 113 113 113 113 113 113 113 113 1	Report No: SL-010055, Rev. 2 Project No. 12198-434						
	IIIA. Mechanical Installation							Construction of the second						
50%	Mechanical Installation													
	Including:	Crane - Picker	Grove RT530E-2 30t	160 Hp III 5 42 Mo 40%	14784 hr 0.026	4.2 gal/hr Diesel 30,751	0 0 6,150 15,375	6,150 3,075 0						
	Values and Actuators	Crane - Lattice Boom	Manitowoo 555 - 150t	255 Hp III 5 12 Mo 40%	4224 hr 6.3	4.5 gal/hr Diesel 5,700	0 0 1,140 2,850	2661 1 221 0						
	HVAC Ductwork, Dampers, Actuators, Fans	Crane - Lattice Boom	Manitowoc 999 - 275t	400 Hp III 2 12 Mo 40%	1690 br 8.2	8.2 gal/hr Diesel 6.927	0 0 1 385 3 464	1 385 693 0						
	Pump, chillers, coolers, Hx, Equipment	Crane - Lattice Boom	Manitowoc16000 - 440t	500 Hp III 1 12 Mo 40%	845 hr 10.4	10.4 gal/hr Diesel 4,393	0 0 879 2,196	879 439 0						
	Air compressors	Boom Lift	JLG 800AJ	65 Hp III 5 12 Mo 50%	5280 hr 0.026	1.7 gal/hr Diesel 4,462	0 0 892 2,231	892 446 0						
	Examination, Testing & Start-up	Boom Lift - 80 ft	Genie S-80	74 Hp III 5 12 Mo 50%	5280 hr 0.026	1.9 gal/hr Diesel 5,079	0 0 1,016 2,540	1,016 508 0						
		Pickup Truck 3/4 ton	F-250	300 Hp 4 24 Mo 30%	5069 hr 3	3.0 gal/hr Diesel 7,603	0 0 1,521 3,802	1,521 760 0						
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 1 42 Mo 30%	2218 hr 3.5	3.5 gal/hr Gas 3,881	0 0 776 1,940	776 388 0						
	and the second se	Material truck 2-1/2 ton Rough Terrain Extended Facilit	F-650	270 Hp III 2 42 Mo 30%	4435 hr 0.026	7.0 gal/hr Diesel 15,568	0 0 3,114 7,784	3,114 1,557 0						
	PART IIIA CAS	Rough Tenain Extended Porkint	Cui 10440-34		3914111 0.026	3.0 gai/in Dieser 0,041	0 0 2,652 3,556	1,326 1,326 0						
<u></u>	PARTINA DIESEI					93 785	0 0 18 758 46 894	18 758 9 379 0						
	IIIB. Electrical Installation													
50%	Electrical Installation				Line of the second second second second									
	Including:	Crane - Picker	Grove RT530E-2 30t	160 Hp III 5 42 Mo 60%	4435.2 0.026	4.2 gal/hr Diesel 9,225	0 0 1,384 3,690	1,845 1,384 923						
	Conduit, Cable Tray Raceway & Supports	Crane - Picker	Grove RT600E - 50t	173 Hp III 3 12 Mo 50%	3168 hr 0.026	4.5 gal/hr Diesel 7,125	0 0 1,069 2,850	1,425 1,069 712						
	Instrumentation (Racks, mounting, transmitters)	Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp II 5 12 Mo 50%	5280 hr 6.3	6.3 gal/hr Diesel 16,632	0 0 2,495 6,653	3,326 2,495 1,663						
	Power & Control Cable & Terminations	Crane - Lattice Boom	Manitowoc 999 - 275t	400 Hp III 2 12 Mo 50%	2112 hr 8.2	8.2 gal/hr Diesel 8,659	0 0 1,299 3,464	1,732 1,299 866						
	Control room papels writing and termination	Crane - Lattice Boom	Manitowoc16000 - 440t	500 Hp III 1 12 Mo 50%	1056 hr 10.4	10.4 gal/hr Diesel 5,491	0 0 824 2,196	1,098 824 549						
	Local Instrument and control equipment	Boom Lift - 80 ft	Genie S-80	74 Hp III 5 12 Mo 50%	5280 hr 0.026	1.7 gal/hr Diesel 4,402	0 0 762 2.022	1 016 762 508						
	Switchvard Breakers & Equipment	Crane - Lattice Boom	Manitowoc 555 - 150t	355 Hp III 1 12 Mo 40%	845 hr 6.3	6.3 gal/br Diesel 2.661	0 0 399 1064	532 399 266						
	Equipment and site grounding	Pickup Truck 3/4 ton	F-250	300 Hp 3 24 Mo 40%	5069 hr 3	3.0 gal/hr Diesel 7.603	0 0 1 140 3 041	1 521 1 140 760						
	Communications and data systems	Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 1 42 Mo 30%	2218 hr 3.5	3.5 gal/hr Gas 3,881	0 0 582 1,552	776 582 388						
	Examination, Testing & Start-up	Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III 2 42 Mo. 40%	5914 hr 0.026	3.0 gal/hr Diesel 8,841	0 0 1,326 3,536	1,768 1,326 884						
	PART IIIB GAS					3,881	0 0 582 1,552	776 582 388						
75%	IV Major equipment (heavy) lift and movement					15,119	0 0 11,367 30,311	10,1001 11,307 7,576						
1070	Including													
	Transformers and switchgear	Crane - Lattice Boom	Manitowoc16000 - 440t	500 Hp III 1 12 Mo 25%	528 hr 10.4	10.4 gal/hr Diesel 4.118	0 0 412 1.236	2.059 206 206						
	Large Motor installations	Crane - Lattice Boom	Manitowoc21000 - 1000t	600 Hp III 1 12 Mo 25%	528 hr 12.6	12.6 gal/hr Diesel 4,990	0 0 499 1,497	2,495 249 249						
	Reactor vessel, S/G, Containment Liner assemblies	Heavy Transporter	Goldhoffer	600 Hp III 2 300 Hr 75%	300 hr 0.025	15.0 gal/hr Diesel 3,375	0 0 0 1,350	2,025 0 0						
	Turbine and generator parts and pieces	Heavy Transporter	Goldhoffer	600 Hp III 1 300 Hr 75%	300 hr 0.025	15.0 gal/hr Diesel 3,375	0 0 0 1,350	2,025 0 0						
	Moisture separators, FW Heaters,	Heavy Transporter	Goldhoffer	600 Hp III 1 300 Hr 75%	300 hr 0.025	15.0 gal/hr Diesel 3,375	0 0 0 1,350	2,025 0 0						
	PART IV GAS					0	0 0 0 0	0 0 0						
0%	PART IV DIESEE					19,233	0 0 911 6,782	10,629 455 455						
070	Including:	Crana - Picker	Grove BT520E 2 20t	160 Hp III 2 68 Mp 50%	11068 br 0.026	4.2 gal/bri Diagal								
	Service vehicles	Boom Lift - 80 ft	Genie S-80	74 Hp III 3 68 Mo 25%	8976 br 0.026	19 gal/br Diesel 0								
	Janitorial / Garbage collection	Pickup Truck 3/4 ton	F-250	300 Hp 3 68 Mo 25%	8976 hr 3	3.0 gal/hr Diesel 0	0 0 0	0 0 0						
	Snow plowing and road maintenance	Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 1 68 Mo 10%	1197 hr 3.5	3.5 gal/hr Gas 0	0 0 0 0	0 0 0						
1. A. 199	Portable lighting	Material truck 2-1/2 ton	F-650	270 Hp III 1 68 Mo 25%	2992 hr 0.026	7.0 gal/hr Diesel 0	0 0 0 0	0 0 0						
	Portable generators	RR switch engine	Estimated 600 Hp	600 Hp II 1 68 Mo 10%	1197 hr 0.026	15.6 gal/hr Diesel 0	0 0 0	0 0 0						
	Welders	Welders		<50 Hp		0								
	Air compressors	Portable Lighting		<00 Hp		0								
		r ortable Lighting		S50 HP		0								
	PARTVGAS					0	0 0 0	0 0 0						
1.1	PART V DIESEL				A REAL PROPERTY AND A REAL PROPERTY AND	0	0 0 0 0	0 0 0						
10%	VI. Final site work/Grading		a sector of the sector of the sector of the											
	Topsoil Restoration - 124,200 cy	Tracked Dozer	Cat D9	410 Hp III 3 8 Mo 60%	2534 hr 15	15.0 gal/hr Diesel 3,802	0 0 0 0	0 760 3,041						
		Tracked Dozer	Cat D7	235 Hp III 3 8 Mo 60%	2534 hr 9	9.0 gal/hr Diesel 2,281	0 0 0	0 456 1,825						
		Excavator - Medium	Cat 321D	148 Hp III 1 8 Mo 50%	704 hr 5	5.0 gal/hr Diesel 352	0 0 0	0 70 282						
-		Semi-Trailer Dump	Mack E8	400 Hp III 6 8 Mo 50%	4224 hr 0.026	10.4 gal/hr Diesel 4,393	0 0 0 0	0 879 3,514						
		Motor Grader	Cat 14M	259 Hp III 2 8 Mo 60%	1690 hr 11	11.0 gal/hr Diesel 1,859	0 0 0 0	0 3/2 1,48/						
		Pickup Truck 3/4 ton	E-250	300 Ho 2 8 Mo 30%	2004 nr 0 845 hr 3	3.0 gal/hr Diesel 352		0 51 202						
		Pickup Truck 3/4 ton (Licensed for offsite use)	F-250	300 Hp 1 8 Mo 50%	704 hr 3.5	3.5 gal/hr Gas 246		0 49 107						
		Fuel Truck	Mack MP6	150 Hp II 1 8 Mo 10%	141 hr 3.5	3.5 gal/hr Diesel 49		0 10 39						
		Rough Terrain Extended Forklift	Lull 1044C-54	115 Hp III 2 8 Mo 30%	845 hr 0.026	3.0 gal/hr Diesel 253	0 0 0 0	0 51 202						
		Material truck 2-1/2 ton	F-650	270 Hp III 1 8 Mo 30%	422 hr 0.026	7.0 gal/hr Diesel 297	0 0 0 0	0 59 237						
	PART VI GAS					246	0 0 0	0 49 197						
Million St.	PART VI DIESEL					15,059	0 0 0	0 3,012 12,047						
Unia Bell Con	Star Nuclear Bend Nuclear Power Plant struction Vehicle Fuel Consumption Study			Attachment 1 Worksheet 2 of 2 - Pa Safety-related Fuel	ge 5 of 6 Usage							Report N	Vo: SL-0100 Project No. 1	55, Rev. 2 12198-434
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	Section 2 Commercial/Construction Deliveries	Deliveries	Quantity	Units	Distance	Fuel rate mi/gal	el Total Fuel	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
40%	Construction deliveries and related traffic	15 Tons per Shipment	and the second second second second			and the second state of the	Constant of the second					10000		a Galantina
50%	Civil Material					1								
100%	Construction Equipment Mobilization/Removal	500 moves on + 500 off	1,000	shipments	50 mi	6.5 mi/gal Die	sel 7,692 ga	1,538	2,308	1,154	385	385	769	1,154
100%	Concrete Material (Sand, stone, cement, admixtures)	848,362 tons	56,557	shipments	50 mi	6.5 mi/gal Die	sel 435,057 ga	1 21,753	87,011	130,517	108,764	43,506	21,753	21,753
100%	Lean Concrete Materials	200,000 cy	13,333	shipments	50 mi	6.5 mi/gal Die	sel 102,564 ga	1 0	51,282	51,282	0	0	0	0
50%	Engineered fill	500,000 cy	33,333	shipments	50 mi	6,5 mi/gal Die	sel 128,205 ga	1 0	64,103	64,103	0	0	0	0
60%	Cohesive fill	800,000 cy	53,333	shipments	50 mi	6.5 mi/gal Die	sel 246,154 ga	0	123,077	123,077	0	0	0	0
50%	Formwork	2,393 tons	160	shipments	50 mi	6.5 mi/gal Die	sel 614 ga	I 31	123	215	153	31	31	31
50%	Rebar	55,331 tons	3,689	shipments	50 mi	6.5 mi/gal Die	sel 14,187 ga	1 709	2,837	4,966	3,547	709	709	709
50%	Structural Steel	6,261 tons	417	shipments	75 mi	6.5 mi/gal Die	sel 2,408 ga	0	241	963	963	120	120	0
100%	Misc. Steel	1,016 tons	68	shipments	75 mi	6.5 mi/gal Die	sel 782 ga	0	0	234	234	78	117	117
50%	Mod Steel	225 tons	15	shipments	75 mi	6.5 mi/gal Die	sel 87 ga	0	0	22	22	26	9	9
30%	Steel Liner	1,412 tons	94	shipments	75 mi	6.5 mi/gal Die	sel 326 ga	0	0	130	130	65	0	0
0%	Embedded Steel	1,903 tons	127	shipments	75 mi	6.5 mi/gal Die	sel 0 ga	0	0	0	0	0	0	0
0%	Siding & Roofing	2,056 tons	137	shipments	50 mi	6.5 mi/gal Die	sel 0 ga	0	0	0	0	0	0	0
0%	Asphalt	21,850 tons	1,457	shipments	50 mi	6.5 mi/gal Die	sel 0 ga	0	0	0	0	0	0	0
	Pre engineered building	60 tons	4	shipments	50 mi	6.5 mi/gal Die	sel 0 ga	1 0	0	0	0	0	0	0
50%	Construction Debris	12,000 tons	800	shipments	50 mi	6.5 mi/gal Die	sel 3,077 ga	308	308	462	615	462	462	462
	Piping and Mechanical Material	7,500 tons	500										a a' a' a'	(
100%	Large and Small bore pipe	7,500 tons	500	shipments	75 mi	6,5 mi/gal Die	sel 5,769 ga	0	. 0	1,154	2,019	1,731	577	288
15%	Large bore hangers	2,788 tons	186	shipments	75 mi	6.5 mi/gal Die	sel 322 ga	0	0	64	113	97	32	16
50%	Nuclear Island EM package equipment	15,377 tons	1,025	shipments	150 mi	6.5 mi/gal Die	sel 11,828 ga	0	0	2,366	4,140	3,549	1,183	591
	Turbine Island and BOP Mechanical Equipment	Estimated	1000	shipments	150 mi	6.5 mi/gal Die	sel 0 ga	0	0	0	0	0	0	0
50%	Consumables	Estimated	1000	shipments	50 mi	8.0 mi/gal Gi	is 3,125 ga	0	0	625	1,094	938	313	156
	Electrical Equipment													
50%	Conduit	1,356 tons	90	shipments	50 mi	6.5 mi/gal Die	sel 346 ga	0	0	52	121	104	35	35
100%	Cable Tray	75 tons	49	shipments	50 mi	6.5 mi/gal Die	sel 377 ga	0	0	57	132	113	38	38
10%	Power & Control wire	4,406 tons	294	shipments	75 mi	6.5 mi/gal Die	sel 339 ga	I 0	0	51	102	119	34	34
	NI Electrical Equipment	5,000 tons	333	shipments	150 mi	8.0 mi/gal Gi	is 0 ga	0	0	0	0	0	0	0
25%	TI Electrical Equipment	5,000 tons	333	shipments	150 mi	8.0 mi/gal Gi	is 1,563 ga	0	0	234	469	547	156	156
50%	Site Support Services											· · · · · · · · · · · · · · · · · · ·		
	Fuel deliveries	Based on fuel usage from Section 1	114	shipments	50 mi	6.5 mi/gal Die	sel 0 ga	0	0	0	0	0	0	0
	Vendor deliveries	4 /day	5984	trips	50 mi	15.0 mi/gal Gi	is 0 ga	0	0	0	0	0	0	0
	Equipment service calls	3 /day	4488	trips	50 mi	18.0 mi/gal Gi	is 0 ga	0	0	0	0	0	0	0
	COMMERCIAL/DELIVERIES GAS COMMERCIAL/DELIVERIES DIESEL						4,688 960,134	0 1 24,339	0 331,289	859 380,867	1,563 121,441	1,484 51,093	469 25,868	313 25,236
45%	Section 3 Workforce Commute	Average Workforce KLD Traffic Study Const Staffing Profile RFI EPR-11-039	Commuters = 1.3 person/car		Round trip Distance	Average Fuel rate (mi/gal)	el Total Fuel	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
5%	Year 1	150	115		50 mi	20.0 mi/gal Gi	is 4,140	4,140						
5%					50 mi	18.0 mi/gal Die	sel 400	400				(		
20%	Year 2	550	423		50 mi	20.0 mi/gal Gi	is 60,720	)	60,720			·		<u></u>
20%	and the second				50 mi	18.0 mi/gal Die	sel 5,867	7	5,867	100		(		1
	Year 3	1950	1,500		50 mi	20.0 mi/gal Gi	is 484,380			484,380		()		A
					50 mi	18.0 mi/gal Die	sel 46,800	)		46,800		()		
	Year 4	3800	2,923		50 mi	20.0 mi/gal Gi	is 943,920				943,920			
					50 mi	18.0 mi/gal Die	sel 91,200				91,200		(1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	
	Year 5	3800	2,923		50 mi	20.0 mi/gal Gi	is 943,920					943,920		
		the second s			50 mi	18.0 mi/gal Die	sel 91,200					91,200		
	Year 6	2000	1,538		50 mi	20.0 mi/gal Gi	496,800						496,800	
					50 mi	18.0 mi/gal Die	sel 48,000						48,000	
	Year 7	400	308		50 mi	20.0 mi/gal Gi	IS 99,360	)						99,360
					50 mi	18.0 mi/gal Die	sel 9,600							9,600
	WORK FORCE COMMUTE GAS						2,933,880	4,140	60,720	484,380	943,920	943,920	496,800	0
	WORK FORCE COMMUTE DIESEL						283,467	400	5,867	46,800	91,200	91,200	48,000	0

															a the
r Nuclear end Nuclear Power Plant uction Vehicle Fuel Consumption Study			Atta Worksheet 2 Safety-rela	chment 1 of 2 - Page 6 o ated Fuel Usage	16								Report N P	o: SL-0100 Project No. 1	55, Rev. 12198-43
Fuel Consumption Summary															
Non-Road Equipment Summary		 					 Fuel	Total Fuel	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
uzern County	100%	 					 Diesel	655,180	1,123	53,613	150,211	248,052	126,458	42,327	33,3
							 Gas	29,223	Veen	1,737	7,050	9,902	0,0/0	2,202	1,4
Construction Deliveries Summary	45%	 		1 1 1			 Fuel	10tal Fuel 422.060	10 052	149 080	171 200	54 649	22 002	11 641	Tear/
vyoming, Lackawanna, Luzern, and Monroe	43%	 					 Gas	432,000	10,355	145,000	387	703	668	211	
ebich Carbon Northampton and Lancaster	10%	 					 Diesel	96.013	2 434	33 129	38 087	12 144	5 109	2 587	2
engri, Carbon, Northampion, and Eanbaster	10%	 					Gas	469	2,101	0	86	156	148	47	
Columbia Schuvkill	45%						 Diesel	432 060	10,953	149 080	171 390	54 648	22 992	11.641	11.3
							Gas	2 109	0	0	387	703	668	211	
otal		 1000					 Diesel	960 134	24 339	331 289	380 867	121 441	51 093	25 868	25.3
							Gas	4,688	0	0	859	1.563	1,484	469	
Workforce Commute							Fuel	Total Fuel	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year7
Carbon	16%						 Diesel	46,891	64	939	7,488	14,592	14,592	7,680	1,5
							Gas	485,318	662	9,715	77,501	151,027	151,027	79,488	15,8
Columbia	15%			1	and the second		 Diesel	43,960	60	880	7,020	13,680	13,680	7,200	1,4
							 Gas	454,986	621	9,108	72,657	141,588	141,588	74,520	14,9
ackawanna	8%						Diesel	23,445	32	469	3,744	7,296	7,296	3,840	
							Gas	242,659	331	4,858	38,750	75,514	75,514	39,744	7,9
uzerne	44%						Diesel	128,949	176	2,581	20,592	40,128	40,128	21,120	4,2
							 Gas	1,334,626	1,822	26,717	213,127	415,325	415,325	218,592	43,7
Iontour	4%						Diesel	11,723	16	235	1,872	3,648	3,648	1,920	
							Gas	121,330	166	2,429	19,375	37,757	37,757	19,872	3,9
Iorthumberland	3%						Diesel	8,792	12	176	1,404	2,736	2,736	1,440	(active)
							Gas	90,997	124	1,822	14,531	28,318	28,318	14,904	2,9
Schuykill	10%						 Diesel	29,307	40	587	4,680	9,120	9,120	4,800	9
							Gas	303,324	414	6,072	48,438	94,392	94,392	49,680	9,9
Vyoming	1%					_	 Diesel	2,931	4	59	468	912	912	480	
		 					 Gas	30,332	41	607	4,844	9,439	9,439	4,968	<u>ç</u>
otal							 Diesel	293,067	400	5,867	46,800	91,200	91,200	48,000	9,6
							 Gas	3,033,240	4,140	60,720	484,380	943,920	943,920	496,800	99,3
Project Fuel Usage Summary							Fuel	I otal Fuel	Year 1	rear 2	rear 3	rear 4	rear 5	Tear 6	Year7
····)		 						4 000 004	00.000			400 000	000 75 1	440 400	00 1

UniStar Nuclear Bell Bend Nuclear Power Plant Construction Vehicle Fuel Consumption Study

Attachment 2

From RFI EPR 11-039 requestOrigin of workforce tableDirectionPopulationCensus Distribution (%)N38,4583.77%NW19,4511.91%W117,235SW87,8848,62%														
Origin of workforce tableDirectionPopulationCensus Distribution (%)N38,4583.77%NW19,4511.91%W117,23511.50%														
Direction	Population	Census Distribution (%)												
N	38,458	3.77%												
NW	19,451	1.91%												
W	117,235	11.50%												
SW	87,884	8.62%												
S	121,621	11.92%												
SE	158,518	15.54%												
E	96,586	9.47%												
NE	380,169	37.27%												
Total	1,019,922	100.00%												

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R2

UniStar Nuclear Bell Bend Nuclear Power Plant Construction Vehicle Fuel Consumption Study Report No: SL-010055, Rev. 2 Project No. 12198-434 Page 22 of 23

Attachment 3 – Pennsylvania map of 8 hour ozone maintenance areas

## Pennsylvania

8-hour Ozone Maintenance Areas in Blue Border



## Attachment 4 - E-mail requesting information for BBNPP Air Quality applicability analysis

From: Iwanchuk, Robert [malito:Robert.Iwanchuk@aecom.com] Sent: Friday, August 07, 2009 5:28 PM To: Perdomo, Federico R Cc: Sulilvan, David; Miller, Ian Subject: RE: UniStar Bell Bend

Fred --

Bob

#### Here are the data needs for the Bell Bend applicability analysis specific to NOx and VOC emissions:

· Identification of and quantity of each non-road (non-highway vehicle) engine associated with

construction work (including site preparation) including the following information. This is the information contained in CCNPP file 25237-000-G65-MPYA-00001) - fuel type (diesel or gasoline) - engine motor size (Hp) (CCNPP did not consider small equipment less than 50 Hp)

engine motor size (Hp) (CCNPP did not consider small equipment less than 50 Hp)
 combined engine hours of use and fuel consumption (broken down by projected construction year)

- If known or estimated, model year or EPA engine emissions tier, (i.e. Tier 1, Tier 2)

Examples:

Z Caterpillar D6 buildozers; diesel; 185 Hp (each); Tier 3-Model year 2009; combined 5200 hrs/51,110 gallons in 2011; 2600 hrs/25,655 gallons in 2012

10 Kenworth t-800 dump trucks; diesel; 250 Hp (each); Tier 2-Model year 2003; combined 6500 hrs/38,995 gallons in 2011, 13000 hrs/77,911 gallons in 2012

Identification (numbers and sizes) of on-site gasoline & diesel storage tanks

Identification of expected highway vehicles for on-site use (expected to be mostly pickup trucks).
 Please also provide a gross estimate of either annual miles traveled or fuel consumption.

 Plot plan showing layout of major construction areas, parking areas, and readways (including internal to the site).

These next three have certain data elements which may only be best guesses. They are requested since Bell Bend In located at the edge of the Scranton-Wilkes Barre ozone maintenance area. We may be able to exclude emissions generated outside of that area.

 Estimate of commercial deliveries (deliveries/day), delivery distance (from origin to site), and approximate origin by county.

 Estimate of commuter vehicles (vehicles/day), commuting distance (from home to site), and approximate origin by county.

Estimate of concrete deliveries, delivery distance (from origin to site), and approximate origin by county. (if no batch plant on-site)

Let me know if you need more information or have any questions.

# Appendix B

# **Emissions Calculations**

Equipment	Section	Engine Technology/	Equipment	Equipment	Fuels	Total	Year 1		Year 2		Year 3		Year 4		Year 5		Year(6		Year/7	1
Type <sup>1</sup>	Sec.	Type	#	hp	Туре;	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours
IA: Early Site Prepatratio	n	H. Scill Street, Marsh		and the second second	WAR KANCER	14 10 10 10 10 10 10 10 10	Charles and the second	NOCTOR OF		0000000		-	STATION CONTRACTOR		Sec. 19 Control	1	Sector March 199	10-21-200	STATISTICS IN	-
Crawler Tractors	2270002069	Т3	4	700 Hp	Diesel	3,300	100%	3,300	0%	. 0	0%	0	0%	0	0%	0	0%	0	0%	0
Tractor/Loader/Backhoe	2270002066	Т3	3	263 Hp	Diesel	2,475	100%	2,475	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Excavator	2270002036	T3	3	148 Hp	Diesel	1,980	100%	1,980	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Excavator	2270002036	T3	1	380 Hp	Diesel	660	100%	660	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Crane	2270002045	Т3	2	160 Hp	Diesel	880	100%	880	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Dumper/Tener	2270002078	T3	10	450 Hp	Diesel	5,500	100%	5,500	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Grader	2270002048	T3	2	259 Hp	Diesel	990	100%	. 990	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Scraper	2270002018	T3	8	462 Hp	Diesel	5,280	100%	5,280	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Scraper	2270002018	Т3	3	462 Hp	Diesel	1,980	100%	1,980	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
Surfacing	2270002024	T3	1	156 Hp	Diesel	660	100%	660	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
IA: Site Development and	Excavation	Sector 1 18	STRATES A	Factor Name of Pacific A	in the second			0000000	22527625998.59970				A ALCONOMIC AND A	an chi	A. C. Starter	1.3420		2-15-16-0		Chi and
Intake area, Switchya	INE& WL	aydown areas		700.11		4.000	0.004		700/		004		00/	<u></u>	A	Static State			0.00	
Crawler Tractors	2270002069	13	/	700 Hp	Diesel	4,200	30%	1,260	70%	2,940	0%	<u>U</u>	0%		0%	0	0%		0%	
Scraper (dual engine 1/2)	2270002018	13 T0	6	500 Hp	Diesel	2,400	30%	720	70%	1,680	0%	<u> </u>	0%	<u> </u>	0%	0	0%	<u> </u>	0%	
Scraper (dual engine 2/2)	2270002018	13 To	D	402 mp	Diesel	2,400	30%	120	70%	1,000	0%	0	0%	<u> </u>	0%	<u> </u>	0%	0	0%	<u>الج</u>
Excavator	2270002036	13 T2	6	140 mp	Diesel	460	30%	1 000	70%	2 2 5 2	0%	0	0%		0%		0%	0	0%	⊢ <u>×</u> −∣·
Grader	2270002066		0	200 Hp	Diesel	3,300	30%	120	70%	2,052	0%	0	0%	<u> </u>	0%	<u> </u>	0%		0%	H H
Giadei	2270002046	NC laudown)	1	209 np	Diesei	400	3076	120	7076	200		0			U70	0	076	(decototototo	070	1000000000000
Crawler Tractore	2270002060	T3	A	700 Hn	Diacal	6 240	50%	3 120	50%	3 120	0%	0	0%		0%	<u></u>	0%		0%	100000000000
Crawler Tractors	2270002009	T3	1	410 Hp	Diesel	1 560	40%	624	40%	624	20%	312	0%	<u> </u>	0%	<u> </u>	0%	0	0%	H
Tractor/Loader/Backhoe	2270002066	T3	2	263 Hp	Diesel	3 120	40%	1 248	40%	1 248	20%	624	0%	<u> </u>	0%	<u> </u>	0%	<u> </u>	0%	<del>ا م</del>
Scraper (dual engine 1/2)	2270002018	T3	15	500 Hp	Diesel	19 500	50%	9 750	50%	9 750	0%	024	0%	<u> </u>	0%	<u> </u>	0%	ň	0%	
Scraper (dual engine 1/2)	2270002018	T3	15	462 Hp	Diesel	19,500	50%	9 750	50%	9 750	0%	0	0%	<u> </u>	0%	0	0%	<u> </u>	0%	t ő l
Surfacing	2270002024	T3	2	156 Hp	Diesel	2,340	20%	468	40%	936	40%	936	0%	0	0%	0	0%	ő	0%	L .
Surfacing	2270002024	T3	2	400 Hp	Diesel	2.340	20%	468	40%	936	40%	936	0%	0	0%	ō	0%	ō	0%	1 o
Excavator	2270002036	T3	2	148 Hp	Diesel	3.120	40%	1.248	40%	1,248	20%	624	0%	0	0%	ō	0%	Ō	0%	t õ l
Tractor/Loader/Backhoe	2270002066	T3	6	263 Hp	Diesel	10.920	40%	4,368	40%	4,368	20%	2.184	0%	0	0%	0	0%	0	0%	Ō
Grader	2270002048	Т3	2	259 Hp	Diesel	2,600	30%	780	40%	1,040	30%	780	0%	0	0%	0	0%	0	0%	0
Excavator	2270002036	T3	5	428 Hp	Diesel	7,800	50%	3,900	50%	3,900	0%	0	0%	0	0%	Ö	0%	0	0%	0
Off-Highway Truck	2270002051	T3	30	650 Hp	Diesel	35,100	40%	14,040	40%	14,040	20%	7,020	0%	0	0%	0	0%	0	0%	0
Off-Highway Truck	2270002051	T2	1	462 Hp	Diesel	1,300	30%	390	40%	520	30%	390	0%	0	0%	0	0%	0	0%	0
Rubber tire loader	2270002060	Т3	2	262 Hp	Diesel	704	0%	Ö	75%	528	25%	176	0%	0	0%	0	0%	0	0%	0
📚 Parking 🛸 👘				and the second	業が							2,662,7399	and the second	877 ° 34	NOP A REPORT	<u>ALSET IT</u>	第23月1日日		So Miles Market	Carle to all
Crawler Tractors	2270002069	T3	2	235 Hp	Diesel	1,500	0%	0	60%	900	40%	600	0%	0	0%	0	0%	0	0%	0
Scraper	2270002018	<u>T3</u>	1	462 Hp	_Diesel	500	0%	0	60%	300	40%	200	0%	0	0%	0	0%	0	0%	0
Surfacing	2270002024	T3	2	156 Hp	Diesel	900	0%	0	60%	540	40%	360	0%	0	0%	0	0%	0	0%	0
Surfacing	2270002024	T3	2	400 Hp	Diesel	900	0%	0	60%	540	40%	360	0%	0	0%	0	0%	. 0	0%	
Excavator	2270002036	T3	1	148 Hp	Diesel	600	0%	0	60%	360	40%	240	0%	0	0%	0	0%	0	0%	L-9-1
Tractor/Loader/Backhoe	2270002066	T3	1	263 Hp	Diesel	700	0%	0	60%	420	40%	280	.0%	0	0%	0	0%	0	0%	
Grader	22/0002048	13	1	259 Hp	Diesel	500	0%	0	60%	300	40%	200	0%	0	0%	<u>· 0</u>	0%	0	0%	
Paving Equipment	2270002021	13	1	1/4 Hp	Diesel	500	0%	<u> </u>	60%	300	40%	200	0%	- 0	0%	0	0%		0%	
Paving Equipment	2270002021	l 3 Dent#Control/L			Diesei	UUC Address of the contract of	U%	U		300	40%	200	U%	U	U%	U	0%	U	0%	
Crowler Tractore	uarry, Balcha		ayuowii)	235 Hn	Diocol	0,000	20%	2 700	50%	4 500	20%	1 900	09/	0	0%	A 100	00/	0	00/	0000000000
Scraper (dual engine 1/2)	2270002009	T3		200 Hp	Diesel	9,000	50%	2,700	45%	2,000	5%	1,000	0%	<u> </u>	0%	<u> </u>	0%	0	0%	<u></u>
Scraper (dual engine 1/2)	2270002018	T3	3	462 Hp	Diesel	4,500	50%	2,200	45%	2,023	5%	225		<u> </u>	0%	<u> </u>	0%		0%	⊢ <del>č</del> − l
Surfacion	2270002018	T3	1	156 Hp	Diesel	1,350	30%	405	50%	675	20%	270	0%		0%	0	0%	0	0%	⊢ <del>č</del> −
Surfacing	2270002024	T3	2	400 Hp	Diesel	2 700	30%	810	50%	1 350	20%	540	0%	0	0%	- ŏ	0%	ñ	0%	<u>⊢⊸</u>
Excavator	2270002036	T3	2	148 Hp	Diesel	3,600	30%	1.080	50%	1 800	20%	720	0%	0	0%	<u> </u>	0%	0	- 0%	<b>⊢</b> ŏ−
Tractor/Loader/Backhoe	2270002066		2	263 Hp	Diesel	4,200	30%	1 260	50%	2 100	20%	840	0%	ŏ	0%	ŏ	0%	õ	0%	t ŏ − l
Grader	2270002048	T3	2	259 Hp	Diesel	1,600	30%	480	50%	800	20%	320	0%	<u> </u>	0%	ŏ	0%	ŏ	0%	<u>⊢⊸</u>
Paving Equipment	2270002021	 T3	1	174 Hp	Diesel	500	0%	0	60%	300	40%	200	0%	0	0%	ŏ	0%	ō.	0%	⊢ŏ –
Paving Equipment	2270002021	T3	1	107 Hp	Diesel	500	0%	ŏ	60%	300	40%	200	0%	õ	0%	õ	0%	õ	0%	<del>ا تر</del> ا
Off-Highway Truck	2270002051	T2	1	462 Hp	Diesel	1,200	30%	360	50%	600	20%	240	0%	0	0%	ō	0%	Ō	0%	6

BBNPP General Conformity Applicability Analysis Rev. 1 Appendix B

(Paultamont)	Criteria P	ollutants	2	Median	( have the			Deteriora	tion]factor	🔪 /Adjūs	ह्याचर ्य	2. <sup>1</sup> 9.1					×≪ En	nissions	(tons) <sup>1/</sup>						52
ະ ເວັ້າ ເວັ້າ ເ	n),eese	നപ്പാള	Load	Lille C	ACTO		ත්රි	Ч	G	(r/in	±ா) <sup>6</sup> _ ீ∣	20-		1.19.90	HC	1.100	69 A					NOX		1. A.	1
uype"	> HC	NOX	Ground	Hours	(Brefer <sup>0</sup>	HC	NOX	HC	NOX	HC	NOX	Year 1	Year 2	oYear.3	Year/4	Year,51	Year 6	Year 7	Year,1	Year 2	Year 3	Year 4	Year/5	Year, 6	Year.7
A. Early Site Prepatratio	-			00.933	CONSTRUCTION OF	N 184		14 °		1. St.	1. C. C. S. S. S. S. S.		16	39° 39	14.15	1.1.1.1	88.47×7		1.2.2.5	2-08		de la second	1857.200	1. 28	
Crawler Tractors	0.17	2.61	1	7000	> 1	0.027	0.008	1.027	1.008	0.175	2.631	0.44	0.00	0.00	0.00	0.00	0.00	0.00	6.70	0.00	0.00	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.054	0.31	0.00	0.00	0.00	0.00	0.00	0.00	2.19	0.00	0.00	0.00	0.00	0.00	0.00
Excavator	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.00	_0.00_	0.00	0.00	0.00	0.00
Excavator	0,17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.00
Dumper/Tener	0.38	3.03	1	7000	>1	0.027	0.008	1.027	1.008	0.390	3,054	1.06	0.00	0.00	0.00	0.00	0.00	0.00	8.33	0.00	0.00	0.00	0.00	0.00	0.00
Grader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.00	_0.00	0.00	0.00	0.00
Scraper	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.47	0.00	0.00	0.00	0.00	0.00	0.00	7.07	0.00	0.00	0.00	0.00	-0.00	0.00
Scraper	0.17	2.61	1	/000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.18	0.00	0.00	0.00	0.00	0.00	0.00	2,65	0,00	0.00	0.00	0.00	0.00	0.00
Sunacing	0.19	2.01	anticing below and	400/	2	0.027	0.008	1.027	1.000	0.195	2.031	0.02	0.00		0.00		0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Mintakelareal Switchus								<u>2.2. 2. 4.</u> 	ALC: NOT THE REAL	Self-	2 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -					4 / 3 (14)			Carrier and the second	86.9.9 26.9		NOT 1 NOT			
Crawler Tractors	0.17	2.61	1	7000	> 1	0.027	0.008	1.027	1 008	0 175	2 631	0.17	0.40	0.00	0.00	0.00	0.00	0.00	2.56	5 97	0.00	0.00	0.00	0.00	0.00
Scraper (dual engine 1/2)	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.07	0.16	0.00	0.00	0.00	0.00	0.00	1.04	2.44	0.00	0.00	0.00	0.00	0.00
Scraper (dual engine 2/2)	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.06	0.15	0.00	0.00	0.00	0.00	0.00	0.96	2.25	0.00	0.00	0.00	0.00	0.00
Excavator	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.06	0.14	0.00	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03	1	4667	>1	0.027	0,008	1.027	1.008	0.431	3.054	0.13	0.29	0.00	0.00	0.00	0.00	0.00	0.89	2.08	0.00	0.00	0.00	0.00	0.00
Grader	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.09	0.21	0.00	0.00	0.00	0.00	0.00
Powerblock (inc. coo				1.32		St. alto		Sec. 9. W.	HE SAN		a start					12 55.47								- 10 Miles	
Crawler Tractors	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.42	0.42	0.00	0.00	0.00	0.00	0.00	_6.33_	6.33	0.00	0.00	0.00	0.00	0.00
Crawler Tractors	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.05	0.05	0.02	0.00	0.00	0.00	0.00	0.74	0.74	0.37	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.054	0.16	0.16	0.08	0,00	0.00	0.00	0.00	1.11	1.11	0.55	0.00	0.00	0.00	0.00
Scraper (dual engine 1/2)	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.94	0.94	0.00	0,00	0,00	0,00	0.00	14.14	14.14	0.00	0.00	0.00	0.00	0.00
Scraper (dual engine 2/2)	0.17	2.61		7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.87	0.87	0.00	0.00	0.00	0.00	0.00	13.06	13.06	0.00	0.00	0.00	0.00	0.00
Surfacing	0,19	2,61		4007	>1	0.027	0,008	1,027	1,008	0.195	2.031	0.02	0.03	0.03	0.00	0.00	0.00	0.00	0.21	0.42	1.00	0.00	0.00	0.00	0.00
Surfacing	0.17	2.01	1	/000		0.027	0.008	1.027	1.000	0.175	2.031	0.04	0.07	0.07	0.00	0.00	0.00	0.00	0.54	0.64	0.27	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.13	3.03	1	4667	51	0.027	0.008	1.027	1,000	0.133	3.054	0.55	0.55	0.02	0.00	0.00	0.00	0.00	3.87	3.87	1.93	0.00	0.00	0.00	0.00
Grader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2 631	0.04	0.06	0.04	0.00	0.00	0.00	0.00	0.59	0.78	0.59	0.00	0.00	0.00	0.00
Excavator	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.32	0.32	0.00	0.00	0.00	0.00	0.00	4.84	4.84	0.00	0.00	0.00	0.00	0.00
Off-Highway Truck	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	1.76	1.76	0.88	0.00	0.00	0.00	0.00	26.47	26.47	13.23	0.00	0.00	0.00	0.00
Off-Highway Truck	0.17	4.11	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.147	0.03	0.05	0.03	0.00	0.00	0.00	0.00	0.82	1.10	0.82	. 0.00	0.00	0.00	0.00
Rubber tire loader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.40	0.13	0.00	0.00	0.00	0.00
Parking Parking				840 - Vie			X # 22	∯r et r		an a		Ret. C		1	1. S. S. Y.	1. S. S. C.	er se al an	<u>9</u> 5			. S. 3	1220.75			887 <b>-</b> .
Crawler Tractors	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.05	0.03	0.00	0.00	0.00	0.00	0.00	0.61	0.41	0.00	0.00	0.00	0,00
Scraper	0.17	2.61	11	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.40	0.27	0.00	0.00	0.00	0.00
Surfacing	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.24	0.16	0.00	0.00	0.00	0.00
Surfacing	0.17	2,61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.04	0.03	0,00	0.00	0.00	0.00	0.00	0.63	0.42	0.00	0.00	0.00	0.00
Excavator	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.15	0.10	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03		400/	>1	0.027	0.008	1.027	1.008	0.431	3.054	0.00	0.05	0.04	0.00	0.00	0.00	0.00	0.00	0.3/	0.15	0	0.00	0.00	0.00
Grader Doving Equinmont	0.19	2.01	<u> </u>	4007	21	0.027	0.008	1.027	1.008	0.195	2.031	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.23	0.15	0.00	0.00	0.00	0.00
Paving Equipment	0.19	2.01	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.031	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.09	0.06	0.00	0.00	0.00	0.00
Support Road (inc.)			3. 1999 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 19			20000000			1.000		5 5 M			10.00 m	10.00	81 A C		STREET, #174, 24	24						0.00 #i
Crawler Tractors	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.14	0.23	0.09	0.00	0.00	0.00	0.00	1.84	3.07	1.23	0.00	0.00	0.00	0.00
Scraper (dual engine 1/2)	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.22	0.19	0.02	0.00	0.00	0.00	0.00	3.26	2.94	0.33	0.00	0.00	0.00	0.00
Scraper (dual engine 2/2)	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.20	0.18	0.02	0.00	0.00	0.00	0.00	3.01	2.71	0.30	0.00	0.00	0.00	0.00
Surfacing	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.01	0.02	0.01	0.00	0.00	0.00	0.00	0.18	0.31	0.12	0.00	0.00	0.00	0.00
Surfacing	0.17	2.61	1	7000	>1	0,027	0.008	1.027	1.008	0,175	2.631	0.06	0.10	0.04	0.00	0.00	0.00	0.00	0.94	1.57	0.63	0.00	0.00	0.00	0.00
Excavator	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.03	0.06	0.02	0.00	0.00	0.00	0.00	0.46	_0.77	0.31	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.054	0.16	0.26	0.11	0.00	0.00	0.00	0.00	1.12	1.86	0.74	0.00	0.00	0.00	0.00
Grader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.03	0.04	0.02	0.00	0.00	0.00	0.00	0.36	0.60	0.24	0.00	0.00	0.00	0.00
Paving Equipment	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.15	0.10	0.00	0.00	0.00	0.00
Paving Equipment	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.06	0.00	0.00	0.00	0.00
Off-Highway Truck	0.17	4.11	1	7000	>1	0.034	0.009	1.034	1.009	0,176	4.147	0.03	0.05	0.02	0.00	0.00	0,00	0.00	0.76	1.27	0.51	0.00	0.00	0.00	0.00

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Nonroad Engine Emissions Bell Bend Non-road NOx-VOC

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Equipment	ିନକରୀ	Engine Technology	No.07 Equipment	Equipment Horsepower	හො	<b>1</b> 001	Years		Vane		Year	3	Vear		Year/	3	Vear	<b>3</b>	Year?	7
Тураν		Туре	<i>(</i> )	hp hp	UYPE	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	(Operation)%	Hours	(Operation)%	Hours
South Laydown Let.				20		L			Children to the	×956			STREET,			100	Startes and		<b>BERGE</b>	
Crawler Tractors	2270002069	T3	4	700 Hp	Diesel	2,400	30%	720	.50%	1,200	20%	480	0%	0	0%	<u>+ 0</u>	0%		0%	
Surfacing	22/0002024	T3	1	400 Hp	Diesel	. 360	30%	108	50%	180	20%	/2	0%	<u> </u>	0%		0%		0%	
Excavator	2270002036	13	3	148 Hp	Diesel	1,440	30%	432	50%	/20	20%	288	0%	<u> </u>	0%		0%	- V	0%	
Grader	2270002048	13	7	259 Hp	Diesei	400	30%	120	50%	200	20%		0%	U	0%		0%		0%	
Berg/Drill Big	2270002022	T-0		420 Hp	Diecol	246	100%	246	0%	0	0%		0%		0%		0%		0%	
BOIE/DIII Rig	2270002033	12		420 mp	Diesei	240	10076	240		1000000000										12000000
Crane	2270002045	T3	2	160 Hp	Diesel	1 126	0%	0	50%	563	50%	563	0%	0	0%	0	0%	0	0%	0
Crawler Tractors	2270002069	T3	2	235 Hp	Diesel	1.690	0%	0	50%	845	50%	845	0%	ō	0%	0	0%	Ō	0%	0
Tractor/Loader/Backhoe	2270002066	Т3	6	102 Hp	Diesel	5,069	0%	ō	40%	2.028	30%	1,521	30%	1,521	0%	Ó	0%	0	0%	0
Excavator	2270002036	T3	2	148 Hp	Diesel	1,690	0%	Ō	60%	1,014	40%	676	0%	0	0%	0	0%	0	0%	0
Dumper/Tener	2270002078	T3	1	400 Hp	Diesel	845	0%	0	50%	422	40%	338	10%	84	0%	0	0%	0	0%	0
Warehouse & Storage	9							33000				3 <b>71</b> 7			Kernen ander	ES2.0				10716
Forklift	2270003020	T3	2	94 Hp	Diesel	8,378	0%	0	10%	838	20%	1,676	30%	2,513	25%	2,094	10%	838	5%	419
Crane	2270002045	Т3	2	160 Hp	Diesel	9,574	0%	0	10%	957	20%	1,915	30%	2,872	25%	2,394	10%	957	5%	479
Forklift (rough)	2270002057	Т3	1	115 Hp	Diesel	5,386	0%	0	10%	539	20%	1,077	30%	1,616	25%	1,346	10%	539	5%	269
IIA. Civil // Concrete Struc	ture Work	States w				828 i 258	2Marcht /	Sec.		1. 1. 1. 1. 1. 1.		i de re	27.5 <b>19</b> 19		<b></b>					
Bridge Construction	Contraction of Action			A TANK A CARGO AND A		8588. A	4.000											1 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1000 4-000
Crawler Tractors	2270002069	T3	3	700 Hp	Diesel	3,600	0%	0	20%	720	30%	1,080	30%	1,080	20%	720	0%		0%	
Crawler Tractors	2270002069	T3	2	305 Hp	Diesel	2,400	0%	0	20%	480	30%	720	30%	720	20%	480	0%	0	0%	0
Surfacing	2270002024	T3	2	400 Hp	Diesel	2,160	0%	. 0	20%	432	30%	648	30%	648	20%	432	0%	0	0%	
Excavator	2270002036	13	4	148 Hp	Diesel	4,800	0%	0	20%	960	30%	1,440	30%	1,440	10%	480	10%	480	0%	L o
Grader	2270002048	13	1	259 Hp	Diesel	960	0%	0	20%	192	30%	288	30%	288	20%	192	0%		0%	<u> </u>
I ractor/Loader/Backhoe	2270002066	13 T0	3	80 Hp	Diesel	3,802	0%	0	20%	760	30%	1,140	30%	1,140	10%	400	10%	422	0%	
Crane	2270002045	13 T2	4	255 Hz	Diesel	4,224	0%	0	20%	422	30%	634	30%	634	20%	422	0%	422	0%	
Crane	2270002045	12		355 Hp	Diesel	2,112	0%	0	20%	422	30%	159	30%	159	20%	106	10%	53	0%	
Fump Foddlift (rough)	2270000010	T2	2	115 Hp	Diesel	1 001	0%	Ň	10%	100	30%	570	30%	570	20%	380	10%	100	0%	+ <del>0</del>
Rubber tire loader	2270002057	T3	1	262 Hp	Diesel	1,001	0%	<del>ا آ</del>	10%	106	30%	317	30%	317	20%	211	10%	106	0%	t ñ
Sheet Pitlog	2270002000			202110	Diesei	1,000	070				007									
Crane	2270002045	T3	1	205 Hp	Diesel	352	0%	0	50%	176	50%	176	0%	0	0%	0	0%	0	0%	0
Crane	2270002045	T3	2	160 Hp	Diesel	493	0%	Ō	50%	246	50%	246	0%	Ō	0%	1 0	0%	Ō	0%	Ō
Structural Concretes	2 <sup>100</sup> 9							12000		X2HERDROOM				Stole .						
Pump	2270006010	Т3	5	300 Hp	Diesel	7,500	0%	0	10%	750	30%	2,250	30%	2,250	20%	1,500	5%	375	5%	375
Crane	2270002045	T2	5	355 Hp	Diesel	7,920	0%	0	10%	792	30%	2,376	30%	2,376	20%	1,584	5%	396	5%	396
Crane	2270002045	Т3	5	160 Hp	Diesel	9,504	0%	0	10%	950	30%	2,851	30%	2,851	20%	1,901	5%	475	5%	475
Forklift (rough)	2270002057	T3	6	115 Hp	Diesel	17,107	0%	0	10%	1,711	30%	5,132	30%	5,132	20%	3,421	5%	855	5%	855
Rubber tire loader	2270002060	T3	2	262 Hp	Diesel	6,336	0%	0	10%	634	30%	1,901	30%	1,901	20%	1,267	5%	317	5%	317
Tractor/Loader/Backhoe	2270002066	T3	4	80 Hp	Diesel	12,672	0%	0	10%	1,267		3,802	30%	3,802	20%	2,534	5%	634	5%	634
Non-Power/Block (Ou	Imp]House, S	witchyard, Co	olingiTowers)			1.22		s .												
Crane	2270002045	73	2	160 Hp	Diesel	8,490	0%	0	0%	0	70%	5,943	30%	2,547	0%	0	0%		0%	
Pump	2270006010	Т3	3	300 Hp	Diesel	1,901	0%	0	0%	0	70%	1,331	30%	570	0%		0%		0%	
Crane	2270002045	T2	2	355 Hp	Diesel	6,336	0%	0	0%	0	70%	4,435	30%	1,901	0%	0	0%		0%	
Forklift (rough)	2270002057	T3	1	115 Hp	Diesel	1,901	0%	0	0%	0	70%	1,331	30%	570	0%	1 0	0%	0	0%	0
Switchyard								12. X		Sec. 19				1000						RADIE
Crane	2270002045	T3	2	160 Hp	Diesel	3,168	0%	0	0%		50%	1,584	40%	1,267	10%	317	0%	0	0%	<u> </u>
Pump	2270006010	T3	3	300 Hp	Diesel	950	0%	0	0%	0	75%	713	25%	238	0%	0	0%	0	0%	0
Crane	2270002045	T2	11	355 Hp	Diesel	792	0%	0	0%	0	75%	594	25%	198_	0%	0	0%	0	0%	0
Forklift (rough)	2270002057	T3	1	115 Hp	Diesel	1,426	0%	0	0%	0	75%	1,069	25%	356	0%	0	0%	0	0%	0
Cooling Tower	No.		76. <b>- 1</b> 986																	
Crane	2270002045	T3	4	160 Hp	Diesel	8,490	0%	0	0%	0	0%	0	30%	2,547	70%	5,943	0%	0	0%	0
Crane	2270002045	T2	2	355 Hp	Diesel	1,584	0%	0	0%	0	0%	0	30%	475	70%	1,109	0%	0	0%	0
Pump	2270006010	T3	3	300 Hp	Diesel	1,901	0%	0	0%	0	0%	0	30%	570	70%	1,331	0%	0	0%	0
Forklift (rough)	2270002057	T3	1	115 Hp	Diesel	2,851	0%	0	0%	0	0%	0	30%	855	70%	1,996	0%	0	0%	0

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Equipment	Criterial	ollutants		Median				Deteriora	tion factor	Adjust	ed EF					101 <b>7</b> 101	<b>NUMBER</b> ER	ilssions	(tons) <sup>V</sup>		10XX . 07				
Type <sup>0</sup>	EFSS!(g		Costor file	- Life	Age					Service (g/np		N/normal	Vennel	Woor 2	EVeer A	Voor	Veerei	Wanny 7	Voaridi	Wone 2	Voor 7	VoorA	Woord/G	Varia	Woorky
			Hactor a	Znours/	Factora		調 NUX 約				STATISTICS OF A	AT, CAIAI	MT Calify 9	BI Calios	SI Cal:43	a realing	T.edito	nealin	El Calell	21 Ca1;2	21 Ca(23)	SI Ca144	Zicallo)	1.ea110]	al cale/s
Crawler Tractors	0.17	2.61	1	7000	> 1	0.027	0.008	1.027	1 008	0 175	2 631	0.10	0.16	0.06	0.00	0.00	0.00	0.00	1.46	2 44	0.97		0.00	0.00	0.00
Surfacing	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.01	0.10	0.00	0.00	0.00	0.00	0.00	0.13	0.21	0.08	0.00	0.00	0.00	0.00
Excavator	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.01	0.02	0.01	0.00	0.00	0.00	0.00	0.19	0.31	0.12	0.00	0.00	0.00	0.00
Grader	0.19	2.61	1	4667	> 1	_0.027	0.008	1.027	1.008	0.195	2.631	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.09	0.15	0.06	0.00	0.00	0.00	0.00
Boring/Soils investig	All Martin Co	¥62274003000							No.					228 N.C.		Extension in the second	2 13 13 A			なななな	<b>1</b> 472-000		<b></b>	1. J. C. R.	
Bore/Drill Rig	0.17	4.34	1	7000	> 1	_0.034	0.009	1.034	1.009	0.176	4.379	0.02	0.00	0.00	0.00	0,00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00
Underground utilities		<b>WCUM CHANK</b>	<b>的工程的</b> 的建设计	Bar.	3-7 TL.			1.	filment and a	22232538					142.00	1.46									
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.02	0.02	0.00	0,00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00
Crawler Tractors	0.19	2.61		4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.04	0.04	0.00	0.00	0.00	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03	1	4007	>1	0.027	0.008	1.027	1,008	0.431	3.004	0.00	0.10	0.07	0.07	0.00	0.00	0.00	0.00	0.70	0.52	0.52	0.00	0.00	0.00
Excavator Dumpor/Topor	0.19	2.01		7000		0.027	0.008	1.027	1.000	0.195	2.031	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.44	0.29	0.00	0.00	0.00	0.00
Warehouse & Storan	0.30	3.03	MORE STREET	7000		0.021	0.000	1.027	1.000		0.004	0.00	0.01	0.00	0.01		0.00	0.00		10.01	1.40	Sec. 1	7.40.000	0.00	
Forkliff	0.19	3.13	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	3.155	0.00	0.02	0.03	0.05	0.04	0.02	0.01	0.00	0.27	0.55	0.82	0.68	0.27	0.14
Crane	0.18	2.5	1 1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.03	0.06	0.09	0.08	0.03	0.02	0.00	0.43	0.85	1.28	1.06	0.43	0.21
Forklift (rough)	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.01	0.03	0.04	0.03	0.01	0.01	0.00	0.18	0.36	0.54	0.45	0.18	0.09
IIA:Civil//Concrete Strue	L-remained			1.000						C. (					i an			South Contrast			1.186.08				
Bridge Construction	TACK BAN			A	5.88°. 36			1000 000 000 000 000	<b>***</b> ***	1 Y				375 X-1	1 1 Q	25 C.C		REPRESE							
Crawler Tractors	0.17	2,61	1	7000	>1	0.027	0.008	1.027	1.008	0,175	2.631	0.00	0.10	0.15	0.15	0.10	0.00	0.00	0.00	1.46	2.19	2.19	1.46	0.00	0.00
Crawler Tractors	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.03	0.04	0.04	0.03	0.00	0.00	0.00	0.42	0.64	0.64	0.42	0.00	0.00
Surfacing	0,17	2.61	1	7000	> 1	0.027	0,008	1.027	1.008	0.175	2.631	0.00	0.03	0.05	0.05	0.03	0.00	0.00	0.00	0.50	0.75	0.75	0.50	0.00	0.00
Excavator	D,19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0,195	2.631	0.00	0.03	0.05	0.05	0.02	0.02	0.00	0.00	0.41	0.62	0.62	0.21	0.21	0.00
Grader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.01	0.02	0.02	0.01	0.00	0.00	0.00	0.14	0.22	0.22	0.14	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.64	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.03	0.04	0.04	0.01	0.01	0.00	0.00	0.25	0.37	0.37	0.12	0.12	0.00
Crane	0.18	2.5	1	4007	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.03	0.04	0.04	0.01	0.01	0.00	0.00	0.30	1.00	1.00	0.19	0.19	0.00
Dump	0.17	4.34		4667		0.034	0.009	1.004	1.009	0.170	2.520	0.00	0.03	0.04	0.04	0.03	0.00	0.00	0.00	0.72	0.13	0.13	0.09	0.00	0.00
Forklift (rough)	0.10	2.5	1	4667	51	0.027	0.000	1.027	1.008	0.105	2.620	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.04	0.19	0.10	0.00	0.04	0.00
Rubber tire loader	0.19	2.01	1 1	4667		0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.01	0.02	0.02	0.01	0.01	0.00	0.00	0.08	0.24	0.24	0.16	0.08	0.00
Sheet Piling				A PASSAGE	A 1								SOURCE STREET	1000	free 200 g	a constant					1. C. S. S. S.				
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.01	0.01	·0,00	0.00	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crane	0.18	2.5	1	4667	> 1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Structural Concrete										()) (A.46)					125 18 V I						語を				
Pump	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.189	2.520	0.00	0.05	0.14	0.14	0.09	0.02	0.02	0.00	0.63	1.88	1.88	1.25	0.31	0.31
Crane	0.17	4.34	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.05	0.16	0.16	0.11	0.03	0.03	0.00	1.36	4.07	4.07	2.71	0.68	0.68
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1,008	0.185	2,520	0,00	0.03	0.09	0.09	0.06	0.02	0.02	0.00	0.42	1.27	1.27	0.84	0.21	0.21
Forklift (rough)	0,19	2,61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.04	0.13	0.13	0.08	0.02	0.02	0.00	0.57	1./1	1./1	1,14	0,29	0.29
Rubber tire toader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.04	0.11	0.11	0.07	0.02	0.02	0.00	0.48	1.44	1.44	0.96	0.24	0.24
Tractor/Loader/Backnoe	0.42	3.04	Land a land a state of the state	4007		0.027	0.008	1.027		0,431	3.009	0.00	0.05	0.14	0.14	0.10	0.02	0.02	0.00	0.41	1.23	1.23	0.02	0.21	0.21
Crane	0.18	25	1	4667		0.027	0.008	1 027	1.008	0.185	2 520	0.00	0.00	0.19	0.08	0.00	0.00	0.00	0.00	0.00	2.64	1 13	0.00	0.00	0.00
Pump	0.10	2.5	1	4667	>1	0.027	0.000	1.027	1.000	0.189	2.520	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	1 11	0.48	0.00	0.00	0.00
Crane	0.17	4.34	1	7000	>1	0.034	0.009	1.034	1 009	0 176	4 379	0.00	0.00	0.31	0.13	0.00	0.00	0.00	0.00	0.00	7.60	3.26	0.00	0.00	0.00
Forklift (rough)	0.19	2.61	<u> </u>	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.44	0.19	0.00	0.00	0.00
Switchvard	N. 1. 1. 19 2	- SCHOOLS	20.7			5.000 XA	10000000000	29.82820			1 m 3 A	0000000							1000000			• • • • • • • •	TOP.Z	S.S. 2	A. Same
Crane	0.18	2.5	1	4667	> 1	0.027	0.008	1,027	1,008	0.185	2,520	0.00	0.00	0.05	0.04	0.01	0.00	0.00	0.00	0.00	0.70	0.56	0.14	0.00	0.00
Pump	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.189	2.520	0.00	0.00	0.04	0.01	0.00	0.00	0.00	0.00	0.00	0.59	0.20	0.00	0.00	0.00
Crane	0.17	4,34	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.00	0.04	0.01	0.00	0.00	0.00	0.00	0.00	1.02	0.34	0.00	0.00	0.00
Forklift (rough)	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.36	0.12	0.00	0.00	0.00
Cooling Tower	KANGER STREET		CONTRACTOR OF	3. A.	SA DECEMBER	100000		57×1			143 V										NEW YORK	1			
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.00	0.08	0.19	0.00	0.00	0.00	0.00	0.00	1.13	2.64	0.00	0.00
Crane	0.17	4.34	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.00	0.00	0.03	0.08	0.00	0.00	0.00	0.00	0.00	0.81	1.90	0.00	0.00
Pump	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.189	2.520	0.00	0.00	0.00	0.04	0.08	0.00	0.00	0.00	0.00	0.00	0.48	1.11	0.00	0.00
Forklift (rough)	0,19	2.61	1	4667	>1	0.027	0,008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.02	0.05	0.00	0.00	0.00	0.00	0.00	0.29	0.67	0.00	0.00

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Equipment	്ക്ക	Engine		Equipment	(Jacob)	Total	Verra		Verr8	}	Yeare	<b>)</b>	Yearc		Vear	3.	Venz	).	Years	7
Type	- 5000	TYDE	edalamente	inoisepoiner ino	. UXDe	CELECT	Operation %	Hourst	Operation%	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation%	Hours
IIB#Superstructure & S	tructual Steel			1 1.2			1. Sec. 1.		10000 Alex 1000			1. C	T. TATAON			~ 当市街		Second State	En later	2.5
Structural & Building	Steel		100 C		Call Control			1005.746	1923 - S. 18 33	<u>.</u>				(Filmer)		<b>100</b> 00	<b>1</b> 9 - <b>1</b> 9 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -	1		
Crane	2270002045	T2	5	355 Hp	Diesel	5,280	0%	0	0%	0	20%	1,056	75%	3,960	5%	264	0%	0	0%	0
Crane	2270002045	T3	4	400 Hp	Diesel	4,224	0%	0	0%	0	20%	845	75%	3,168	5%	211	0%	0	0%	0
Crane	2270002045	T3	7	160 Hp	Diesel	9,905	0%	0	0%	0	20%	1,981	75%	7,429	5%	495	0%	0	0%	0
Crane	2270002045	T3	7	173 Hp	Diesel	8,870	0%	0	0%	0	20%	1,774	75%	6,653	5%	444	0%	0	0%	0
Aerial Lift	2270003010	T3	8	65 Hp	Diesel	10,138	0%	0	0%	0	20%	2,028	75%	7,603	5%	507	0%	0	0%	0
Aerial Lift	2270003010	T3	8	74 Hp	Diesel	10,138	0%	0	0%	0	20%	2,028	75%	7,603	5%	507	0%	0	0%	0
Forklift (rough)	2270002057	T3	8	115 Hp	Diesel	10,138	0%	0	0%	0	20%	2,028	75%	7,603	5%	507	0%	0	0%	0
Building Modules &	Heavy Lifts										· · · · · · · · · · · · · · · · · · ·							grand attack		
Crane	2270002045	T3	1	600 Hp	Diesel	845	0%	0	0%	0	0%	0	50%	422	50%	422	0%	0	0%	0
Crane	2270002045	T3	1	1,200 Hp	Diesel	422	0%	0	0%	0	50%	211	50%	211	0%	0	0%	0	0%	0
Building Siding //Ins	ulated Panels			> 25								- 44	1. SIST.	ر <u>ال</u>						
Crane	2270002045	T3	2	160 Hp	Diesel	1.056	0%	0	0%	0	0%	0	30%	317	70%	739	0%	0	0%	0
Aerial Lift	2270003010	T3	3	74 Hp	Diesel	2.218	0%	0	0%	0	0%	0	30%	665	70%	1,552	0%	0	0%	0
Forklift (rough)	2270002057	T3	2	115 Hp	Diesel	1,056	0%	0	0%	0	0%	0	30%	317	70%	739	0%	0	0%	0
Roofing			39 - <b>6</b> 8 8 8				- Sad		5.9			10000	2017-10 V 13			ž.	and the second			
Crane	2270002045	T3	2	160 Hp	Diesel	950	0%	0	0%	0	0%	0	0%	0	100%	950	0%	0	0%	0
Aerial Lift	2270003010	T3	3	74 Hp	Diesel	1,426	0%	0	0%	0	0%	0	0%	0	100%	1,426	0%	0	0%	0
Forklift (rough)	2270002057	T3	2	115 Hp	Diesel	950	0%	ō	0%	ō	0%	Ō	0%	0	100%	950	0%	0	0%	Ō
IIIA5Nechanical Installat	ion Real Party	194.67 × 499	2447. Last		615 NO 2 23	En Star	WALL COM	(1)()			CONCEPTION	42.752	200 - Call <b>4</b>	No.	No. of the second	12863	11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	200-00 C	State of the second	
Mechanical Installati	on			80 m	20000	604 A	<b>R</b> 1	the local generation of the		2-1-3			3. SIN			5.52	24.5	0.000	1963 - 19 M	
Crane	2270002045	T3	5	160 Hp	Diesel	14.784	0%	0	0%	0	20%	2.957	50%	7.392	20%	2.957	10%	1,478	0%	0
Crane	2270002045	T3	3	173 Hp	Diesel	2.534	0%	Ó	0%	0	20%	507	50%	1,267	20%	507	10%	253	0%	0
Crane	2270002045	T2	5	355 Hp	Diesel	4.224	0%	ō	0%	0	20%	845	50%	2,112	20%	845	10%	422	0%	0
Crane	2270002045	T3	2	400 Hp	Diesel	1.690	0%	ō	0%	0	20%	338	50%	845	20%	338	10%	169	0%	0
Crane	2270002045	T3	1	500 Hp	Diesel	845	0%	0	0%	0	20%	169	50%	422	20%	169	10%	84	0%	0
Aerial Lift	2270003010	T3	5	65 Hp	Diesel	5,280	0%	l o	0%	0	20%	1.056	50%	2.640	20%	1.056	10%	528	0%	0
Aerial Lift	2270003010	Т3	5	74 Hp	Diesel	5.280	0%	0	0%	0	20%	1.056	50%	2.640	20%	1.056	10%	528	0%	0
Forklift (rough)	2270002057	T3	2	115 Hp	Diesel	5.914	0%	Ö	0%	0	30%	1.774	40%	2,365	15%	887	15%	887	0%	0
IIIB Electrical Installatio	ກ						5.1								1			-	( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	
Electrical Installation	ป						, N	a 12 yr				S					· · · · · · · · · · · · · · · · · · ·			
Crane	2270002045	Т3	5	160 Hp	Diesel	4,435	0%	0	0%	0	15%	665	40%	1.774	20%	887	15%	665	10%	444
Crane	2270002045	T3	3	173 Hp	Diesel	3.168	0%	0	0%	0	15%	475	40%	1.267	20%	634	15%	475	10%	317
Crane	2270002045	T2	5	355 Hp	Diesel	5,280	0%	0	0%	0	15%	792	40%	2,112	20%	1,056	15%	792	10%	528
Crane	2270002045	T3	2	400 Hp	Diesel	2,112	0%	0	0%	0	15%	317	40%	845	20%	422	15%	317	10%	211
Crane	2270002045	T3	1	500 Hp	Diesel	1.056	0%	0	0%	0	15%	158	40%	422 -	20%	211	15%	158	10%	106
Aerial Lift	2270003010	T3	5	65 Hp	Diesel	5,280	0%	0	0%	0	15%	792	40%	2.112	20%	1.056	15%	792	10%	528
Aerial Lift	2270003010	T3	5	74 Hp	Diesel	5,280	0%	Ó	0%	0	15%	792	40%	2,112	20%	1.056	15%	792	10%	528
Crane	2270002045	T3	1	355 Hp	Diesel	845	0%	ō	0%	0	15%	127	40%	338	20%	169	15%	127	10%	84
Forklift (rough)	2270002057	T3	2	115 Hp	Diesel	5.914	0%	Ō	0%	0	15%	887	40%	2,365	20%	1,183	15%	887	10%	591
IV! Major Equipment (he	avy) lift and m	iovement and	T CALCOUNT	A CARACTER		1 200	A CONTRACTOR		STATISTICS STATIST			Q7.3%	1 1 1 2 2 2		N. Contraction		A	1000		
Crane	2270002045	T3	1	500 Hp	Diesel	528	0%	0	0%	0	10%	53	30%	158	50%	264	5%	26	5%	26
Crane	2270002045	ТЗ	1	600 Hp	Diesel	528	0%	0	0%	0	10%	53	30%	158	50%	264	5%	26	5%	26
Roller	2270002015	Т3	2	600 Hp	Diesel	300	0%	0	0%	0	0%	0	40%	120	60%	180	0%	0	0%	
Roller	2270002015	Т3	1	600 Hp	Diesel	300	0%	0	0%	0	0%	0	40%	120	60%	180	0%	0	0%	
Roller	2270002015	Т3	1	600 Hp	Diesel	300	0%	0	0%	0	0%	0	40%	120	60%	180	0%	0	0%	0

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Contraction of the	Criteria)	Pollutants 😹	Bent in s	Median	Sec. 1		X 5 6 6	Deteriora	tion)factor	Adjus	ted EF	697.9364			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	342 M	<b>PASHE</b> ER	issions	(tons) <sup>17</sup>			643. X	<u> </u>	*/.	
listen in the second	))estel	nnenn <sup>a</sup>	Load	ണ്ട	Age	2.4.7	ii 6 2 1		<u>s</u>	(chi	odm) <sup>6</sup>	8387-669	6.600	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	HC	X.S/ 7			1. 1. 2.	1. 28.45	7.63 B	NOX .	1990		23
. Type was	<b>BOR HC</b>	NOX	Factor	Hours	Factor <sup>C</sup>	🛃 HC 🍣	NOx	<b>沙 HC</b> 翻	NOX	HC HC	NOX	Year, 1	Year 2	Year 3	Year,4	Year,5	Year 61	Year 7	Year 1	Year 2	Year 3	Year 4	Year.5	Year 6	Year 7
IIB. Superstructure & St		1.29.2	1 . · · · · · · · · · · · · · · · · · ·		570 A 100	<b>\$</b> () *	10000		× 20.	8 8. C. C.		1	5.26.28	E 8423	1.11.2	\$ . L			<b>1</b> 10	1000	300.00	lies in s	a na 🕅	8.90 C	Sugar States
Structural & Building	Xxx Cost	Sec. Cara a				tree and	1.000		注意とう	1.4.1	4 ja 🗠	1.14	Martin W		LAD-2	<b>2</b> 3 2	8-86- <b>3</b> 4-2	34.57Z		Sec.	15.00 M 26	14	1000200	Ser	1993 (March 1997)
Crane	0.17	4.34	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.00	0.07	0.27	0.02	0.00	0.00	0.00	0.00	1,81	6.79	0.45	0.00	0.00
Crane	0.17	2.5	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.520	0.00	0.00	0.07	0,24	0.02	0,00	0.00	0,00	0,00	0,94	3,52	0.23	0.00	0.00
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.06	0.24	0.02	0.00	0.00	0.00	0.00	0.88	3.30	0.22	0.00	0.00
Crane	0.18	2.5	1	4667	>1	0.027	0,008	1,027	1,008	0.185	2.520	0.00	0.00	0.06	0.23	0.02	0,00	0.00	0.00	0.00	0,85	3,20	0,21	0.00	0.00
Aerial Lift	0.42	3.64	1	4667	> 1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.00	0.06	0.23	0.02	0.00	0.00	0.00	0.00	0.53	2.00	0.13	0.00	0.00
Aerial Lift	0.42	3.64	1	4667	>1	0.027	0,008	1.027	1.008	0,431	3.669	0.00	0.00	0.07	0.27	0.02	0.00	0.00	0.00	0.00	0.61	2.28	0.15	0.00	0.00
Forklift (rough)	0.19	2,61	1	4667	>1	0.027	0.008	1.027	1.008	0,195	2.631	0.00	0.00	0.05	0.19	0.01	0.00	0.00	0.00	0.00	0.68	2.54	0.17	0.00	0.00
Building Modules &						<b>1111111111</b>		2		2	- 1 M	0.53/053				1997	\$1.25 ¥			1000	21.28		3		
Crane	0.17	2.5	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.520	0.00	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0,70	0.70	0.00	0.00
Crane	0,17	4.1	1	7000	>1	0.027	0.008	1.027	1,008	0,175	4,133	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.00	0.00	1,15	1.15	0.00	0.00	0.00
Building Siding//Insu		Long to the					11.2014	195			1.000	0.79.77	6		ar.	Q. Q. 42-	16 - 514 st				机氟磷		10° *		
Crane	0.18	2.5	1	4667	> 1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.00	0,01	0.02	0.00	0.00	0.00	0.00	0.00	0.14	0.33	0.00	0.00
Aerial Lift	0.42	3.64	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3,669	0.00	0.00	0.00	0.02	0.05	0.00	0.00	0.00	0.00	0.00	0.20	0.46	0.00	0.00
Forklift (rough)	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1,008	0,195	2,631	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.11	0.25	0.00	0.00
Roofing ****	A. 244	1 K. C. C. M.	2 . M. 🕈 .	S.C.	20160	<b>6</b> 46, p. 1	\$		53° 1011		Res Const	er	12115362		STATES	1.25	1.4. 4.18	100	23. CEL	102508	<b></b>			10000000	1000
Crane	0.18	2,5	1	4667	> 1	0.027	0.008	1.027	1.008	0,185	2.520	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Aerial Lift	0.42	3.64	1	4667	> 1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.00	0.00
Forklift (rough)	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0,195	2.631	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00
IIIA. Nechanical Installati		NF 1988	. 56.4.3	885 - C	**	1.00	CONTRACT OF	8.034.000	\$2.00	5.74	3	1000	Seat 1		Sec. Ast	1000	1.11. 2015	221	S. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.			120.2548	(1973) State 1		
Mechanical Installation	20. s 1			23.0		(* 1.3C)			2.5	1.1.5	833 S.C.	Posts.	44.5					<b>1</b> 13			1000	60. P.V	2458		
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.10	0.24	0.10	0.05	0.00	0.00	0.00	1.31	3.29	1.31	0.66	0.00
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0,185	2.520	0.00	0.00	0.02	0.04	0.02	0.01	0.00	0,00	0.00	0.24	0.61	0,24	0,12	0.00
Crane	0.17	4.34	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.00	0.06	0.15	0.06	0.03	0.00	0.00	0.00	1.45	3.62	1.45	0.72	0.00
Crane	0.17	2.5	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.520	0.00	0.00	0.03	0.07	0.03	0.01	0.00	0.00	0.00	0.38	0.94	0.38	0.19	0.00
Crane	0.17	2.5	1	7000	>1	0.027	0.008	1.027	1.008	0,175	2,520	0,00	0,00	0.02	0.04	0.02	0.01	0.00	0.00	0.00	0.23	0.59	0.23	0.12	0.00
Aerial Lift	0.42	3.64	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.00	0.03	0.08	0.03	0.02	0.00	0.00	0.00	0.28	0.69	0.28	0.14	0.00
Aerial Lift	0.42	3.64	1	4667	>1	0,027	0,008	1,027	1.008	0.431	3.669	0.00	0.00	0.04	0.09	0.04	0.02	0.00	0.00	0.00	0.32	0.79	0.32	0,16	0.00
Forklift (rough)	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.04	0.06	0.02	0.02	0.00	0.00	0.00	0.59	0.79	0.30	0.30	0.00
IIIB. Electrical Installatio	Sec. 1	IT ALL AL	2 5 M C				Fr 100	1		S	Dist.	200	Pac at		×	5.5 ° 49	1.3.2.3	S				19. L.S	19 ° Ci		
Electrical Installation	5 × 16	Net State	- S.C 1249		·····	S74. 34	Deces	waza di	A	S. S. ₹ ≣	*/ ··· ·		E.+ 8.		. 2.1.	\$4.5×	1 4 2457	2003	S	Store The	TIK.		2.2		North State
Crane	0.18	2.5	1	4667	> 1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.02	0.06	0.03	0.02	0.01	0.00	0,00	0.30	0,79	0,39	0.30	0.20
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.02	0.04	0.02	0.02	0.01	0.00	0.00	0.23	0.61	0.30	0.23	0.15
Crane	0.17	4.34	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.00	0.05	0.15	0.07	0.05	0.04	0.00	0.00	1.36	3.62	1.81	1,36	0.90
Crane	0.17	2.5	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.520	0.00	0.00	0.02	0.07	0.03	0.02	0.02	0.00	0.00	0.35	0.94	0.47	0.35	0.23
Crane	0.17	2.5	1	7000	>1	0.027	0.008	1.027	1,008	0,175	2.520	0.00	0.00	0.02	0.04	0.02	0.02	0.01	0,00	0.00	0.22	0.59	0.29	0.22	0.15
Aerial Lift	0.42	3.64	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.00	0.02	0.07	0.03	0.02	0.02	0.00	0.00	0.21	0.56	0.28	0.21	0.14
Aerial Lift	0.42	3.64	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.669	0,00	0,00	0.03	0.07	0.04	0.03	0.02	0.00	0.00	0,24	0,63	0.32	0.24	0.16
Crane	0.17	2.5	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.520	0.00	0.00	0.01	0.02	0.01	0.01	0.01	0.00	0.00	0.12	0.33	0.17	0.12	0.08
Forklift (rough)	0,19	2.61	1	4667	> 1	0,027	0,008	1,027	1,008	0.195	2.631	0.00	0.00	0.02	0.06	0.03	0.02	0.01	0.00	0.00	0.30	0.79	0.39	0.30	0,20
IV: Major Equipment (her							1.191	B. B. T			19-18-19-19-19-19-19-19-19-19-19-19-19-19-19-	2.49.000				1.20					*< > X88			۰ <u>۶</u>	
Crane	0.17	2,5	1	7000	> 1	0.027	0.008	1.027	1.008	0.175	2.520	0.00	0.00	0.01	0.02	0,03	0.00	0.00	0.00	0.00	0.07	0.22	0.37	0.04	0.04
Crane	0.17	2.5	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.520	0.00	0.00	0.01	0.02	0.03	0.00	0.00	0.00	0.00	0.09	0.26	0.44	0.04	0.04
Roller	0.17	2.61	<u> </u>	7000	>1	0.027	0.008	1.027	1,008	0.175	2.631	0.00	0.00	0.00	0.01	0,02	0.00	0,00	0.00	0.00	0.00	0.21	0.31	0.00	0.00
Roller	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.21	0.31	0.00	0.00
Roller	0.17	2.61	1	7000	> 1	0.027	0.008	1,027	1,008	0,175	2.631	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.21	0.31	0.00	0.00

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Equipment	6000	Engine Technology	No.07 Equipment	Equipment Horsepower	Fittel	Total	ver v		Year	2	. Veare	3	Year		(Vear	3	Yenre		Verr	7
invpe	Mar Carlo	Type :	<b>* 2 # 1</b>	lip."	stype .	2 Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours
V. Construction & Site S	upport states	7 A		CONSIGNATION OF	128	4 22	THE REAL PROPERTY OF		Sa 30		20000000000000000000000000000000000000		Conce of the	2.6.34	CARCELER R		憲法 シアミニー		Sector States	
Crane	2270002045	Т3	2	160 Hp	Diesel	11,968	0%	0	5%	598	15%	1,795	20%	2,394	20%	2,394	20%	2,394	20%	2,394
Aerial Lift	2270003010	T3	3	74 Hp	Diesel	8,976	0%	0	5%	449	15%	1,346	20%	1,795	20%	1,795	20%	1,795	20%	1,795
Generator Set	2270006005	T2	1	600 Hp	Diese	1,197	0%	0	5%	60	15%	180	25%	299	20%	239	20%	239	15%	180
Welder	2270006025			<50 Hp	Diesel			0		0		0		0		0		0		0
Air Compressor	2270006015			<50 Hp	Diesel			0	-	0		0		0		0		0		0
Portable Lighting				<50 Hp	Diesel			0	-	0		0		0		0		0		0
VI. Final Restoration		····	2.02.02.00 DB 20.00			all of the second second													X.	
Crawler Tractors	2270002069	T3	3	410 Hp	Diesel	2,534	0%	0	0%	0	0%	0	0%	0	0%	0	20%	507	80%	2.028
Crawler Tractors	2270002069	T3	3	235 Hp	Diesel	2,534	0%	0	0%	0	0%	0	0%	0	0%	0	20%	507	80%	2.028
Excavator	2270002036	T3	1	148 Hp	Diesel	704	0%	0	0%	0	0%	0	0%	0	0%	0	20%	141	80%	563
Dumper/Tener	2270002078	T3	6	400 Hp	Diesel	4,224	0%	0	0%	0	0%	0	0%	0	0%	0	20%	845	80%	3.379
Grader	2270002048	T3	2	259 Hp	Diesel	1,690	0%	0	0%	0	0%	0	0%	0	0%	0	20%	338	80%	1.352
Surfacing	2270002024	T3	3	156 Hp	Diesel	2,534	0%	0	0%	0	0%	0	0%	0	0%	0	20%	507	80%	2.028
Forklift (rough)	2270002057	T3	2	115 Hp	Diesel	845	0%	0	0%	0	0%	0	0%	0	0%	0	20%	169	80%	676

#### NOTES:

Note 1: Equipment type and SCC code based on Appendix A of "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling", April 2004, EPA-420-P-04-005,

Note 2: Zero hour steady state emission factors (EFss; g/hp-hr) are from NMIM/NONROAD08a model factors dated April 5, 2009.

- Note 3: Load factor is set to one since the S&L estimates of operating hours includes the estimated "effective operating time" which takes into account idling and partial load operation.
- Note 4: Median life is taken from Table 1 of "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling", April 2004, EPA-420-P-04-005, EFss from NMIM/NONROAD08 have transient adjustment factors (TAF) built in.

Note 5: Age factor and Deterioration factors calculated using Equation 4 from "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling - Compression-Ignition", April 2004, EPA-420-P-04-009, Age Factor = LF \* cumulative hours / median life (where Age factor is capped at 1, For this calculation, age factors is assumed to be 1 for simplification purposes), Deterioration Factors = 1 + (A \* Age Factors), where b = 1 for driesel engines and A is taken from Table A4 form source

Note 6: Adjusted Emission Factors for HC and NOx are calculated using Equation 1 from, "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling - Compression-Ignition", April 2004, EPA-420-P-04-009. Adjusted EF = Efss \* TAF \* DF (as stated in Note 2, EFss have TAFs built in)

Note 7: Annual VOC Emissions are calculated using the following calculation (1.053 \* Adj. HC emission factor (g/hp-hr) \* horsepower \* hours operated \* load factor) / (2000 lb/ton \* 453.6 g/b)

1.053 is the ratio of VOC to HC from "Conversion Factors for Hydrocarbon Components", December 2005, EPA-420-P-05-015.

Annual NOx Emissions are calculated using the following calculation (Adj. NOx emission factor (g/hp-hr)\*horsepower\*hours operated\*load factor) / (2000 lb/ton\*453.6 g/b)

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Equipment	Criteria	ollutants		Median	12.53			Deterioral	tion factor	Adjus	tediEF			er en se			En	issions	(tons) <sup>12</sup>						والمعدي
Type 1	EFss!(g	hp-hri) <sup>es</sup>	LOUG	Life	Age a	An an an	<b>9</b> 6			(g/hp	Shr) Salar			A COMPANY	HC							NOX			
	影響王の	NOX 28	響Factor 品質	霍Hours	Factor	劉王に翻	證NOX目	開設王に教授	聯NOX翻	診療HC調調	am NOX 書	Year 1	ayear/2	aYear 3.	Year 4	Year, 5)	Year 61	Year 7	Year 1	Year,2	Year 3	Year(4)	Year 5	Year 6	Year 74
V. Construction & Site S	1-			<b>6.1</b> 8	Sec. 65					2. 197	<b>济的机场</b> 关			<b>就要把你</b>	21 2-7		( <b>****</b> ***		635828		X		2822 C		2004 - 12 Cont.
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.02	0,06	0.08	0,08	0,08	0.08	0.00	0.27	0,80	1,06	1,06	1,06	1.06
Aerial Lift	0.42	3.64	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.02	0.05	0.06	0.06	0.06	0.06	0.00	0.13	0.40	0.54	0.54	0.54	0.54
Generator Set	0.17	4,1	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.137	0.00	0.01	0.02	0.03	0.03	0.03	0.02	0.00	0.16	0.49	0.82	0.65	0.65	0.49
Welder	0	0	1	0	>1	0	0	1.000	1.000	0.000	0.000														
Air Compressor	0	0	1	0	> 1	0	0	1.000	1.000	0.000	0.000														
Portable Lighting	0	0	1	0	> 1	0	0	1.000	1.000	0.000	0.000														
VINFinal Restoration				¥7.417.75	- 12 P				SC EXTS	1.48	J. 549 (2025)			1.000 (MA)		S K K				SP3742 78	33.42				
Crawler Tractors	0.17	2.61	1	7000	> 1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.04	0.16	0.00	0.00	0.00	0.00	0.00	0.60	2.41
Crawler Tractors	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.03	0.10	0.00	0.00	0.00	0.00	0.00	0.35	1.38
Excavator	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.06	0.24
Dumper/Tener	0.38	3.03	1	7000	>1	0.027	0.008	1.027	1.008	0.390	3.054	0.00	0.00	0.00	0.00	0.00	0.15	0.58	0.00	0.00	0.00	0.00	0.00	1.14	4.55
Grader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.02	0.08	0.00	0.00	0.00	0.00	0.00	0.25	1.02
Surfacing	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0,00	0,00	0.00	0.00	0.02	0.07	0.00	0.00	0.00	0.00	0.00	0.23	0.92
Forklift (rough)	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.06	0.23

9.4

8.9 5.6 5.5 2.6 1.1 1.5 123.1 121.8 81.7 80.5 38.0 14.3 17.5

#### NOTES:

Note 1: Equipment type and SCC code based on Appendix A of "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling", April 2004, EPA-420-P-04-005.

Note 2: Zero hour steady state emission factors (EFss; g/hp-hr) are from NMIM/NONROAD08a model factors dated April 5, 2009.

Note 3: Load factor is set to one since the S&L estimates of operating hours includes the estimated "effective operating time" which takes into account idling and partial load operation.

Note 4: Median life is taken from Table 1 of "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling", April 2004, EPA-420-P-04-005.

EFss from NMIM/NONROAD08 have transient adjustment factors (TAF) built in.

Note 5: Age factor and Deterioration factors calculated using Equation 4 from "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling - Compression-Ignition", April 2004, EPA-420-P-04-009, Age Factor = LF \* cumulative hours / median life (where Age factor is capped at 1. For this esclutation, age factor is assumed to be 1 for simplification purposes). Deterioration Factor = 1 + ( A \* Age Factor<sup>1</sup>), where b = 1 for discelengings and A is taken from Table A4 from source

Note 6: Adjusted Emission Factors for HC and NCx are calculated using Equation 1 from, "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling - Compression-Ignition", April 2004, EPA-420-P-04-009, Adjusted EF = Efss \* TAF \* DF (as stated in Note 2, EFss have TAFs built in)

Note 7: Annual VOC Emissions are calculated using the following calculation (1.053 \* Adj. HC emission factor (g/hp-hr) \* horsepower \* hours operated \* load factor) / (2000 lb/ton \* 453.6 g/lb)

1.053 is the ratio of VOC to HC from "Conversion Factors for Hydrocarbon Components", December 2005, EPA-420-P-05-015.

Annual NOx Emissions are calculated using the following calculation (Adj. NOx emission factor (g/hp-hr)\*horsepower\*hours operated\*load factor) / (2000 lb/ton\*453.6 g/lb)

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Equipment	See	Eigine Technology	ිතත්ව Equipment	Equipment Horsepower	(Feel)	Total Operating	Sonoi Gib	Tomestay	See 1		Veare	}	Yeans		ji vert	} }	Year	5.	VeerG		Veart	7
			- <b>0</b> :	hp		C LLB	Related		Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation%	Hours	Operation %	Hours	Operation %	Hours
AllEarly Site Prepatrat	ion				556 N.S.			TO BE SHOWN		55/223			2015-150% A						SHARE OF	62.0		
Crawler Tractors	2270002069	T3	4	700 Hp	Diesel	3,300	0%	0	0%	0	0%	0	0%	0	0%	0	0%	D	0%	0	0%	0
Tractor/Loader/Backhoe	2270002066	T3	3	263 Hp	Diesel	2,475	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Excavator	2270002036	T3	3	148 Hp	Diesel	1,980	0%	0	0%	0	0%	0	0%		0%	0	0%	0	0%	0	0%	0
Excavator	2270002036	T3	1	380 Hp	Diesel	660	0%	0	0%	0	0%	0	0%		0%	0	0%	0	0%	0	0%	
Crane	2270002045	13	2	160 Hp	Diesel	880	0%	U	0%	0	0%	0	0%	0	0%	0	0%	<u> </u>	0%		0%	<u> </u>
Dumper/Tener	2270002078	T3	10	450 Hp	Diesel	5,500	. 0%	0	0%	0	0%	0	0%	0	0%	<u> </u>	0%	0	0%	0	0%	0
Grader	2270002048	13	2	259 Hp	Diesel	990	0%		0%	0	0%	0	0%		0%	0	0%	<u> </u>	0%		0%	
Scraper	2270002018	13	8	462 Hp	Diesel	5,280	. 0%	<u> </u>	0%	0	0%	0	0%	0	0%	0	0%		0%	0	0%	<u> </u>
Scraper	2270002018	13	3	462 Hp	Diesel	1,980	0%		0%	0	0%	0	0%	0	0%	0	0%	<u> </u>	0%	0	0%	+- <u>°</u>
Surfacing	2270002024	T3	1	156 Hp	Diesel	660	0%	0	0%	0	0%		0%	0	0%	0	0%	0	0%	0	0%	0
IA:SiteDevelopment'a	nd Excavation			STRUCE From				·	-8-160.50	4												
Intake area, Switch	yard, NE(&\W)	laydownlareas			£									27 - Za								
Crawler Tractors	2270002069	T3	//	700 Hp	Diesel	4,200	0%		0%	0	0%	0	0%	0	0%	0	0%		0%	U	0%	+ <u></u>
Scraper (dual engine 1/2	2) 2270002018	T3	6	500 Hp	Diesel	2,400	0%	0	0%		0%	0	0%	0	0%	0	0%	<u> </u>	0%	0	0%	<u>+-</u>
Scraper (dual engine 2/2	2270002018	13	6	462 Hp	Diesel	2,400	0%	+ <u> </u>	0%	0	0%		0%		0%	0	0%		0%	U	0%	<del>+-</del>
Excavator	2270002036	13	1	148 Hp	Diesel	480	0%	·	0%	0	0%	0	0%		0%		0%	+ <u>"</u>	0%	U	0%	+ <u>~</u>
Tractor/Loader/Backhoe	22/0002066	13	6	263 Hp	Diesel	3,360	0%		0%	.0	0%	0	0%		0%		0%	+ <u>"</u>	0%	U 0	0%	+
Grader	2270002048	13	1	259 Hp	Diesel	400	.0%	U	0%	0	0%	0	0%	D	0%		0%	U	0%	U	0%	0
Rowerblock (Inc? co	poling towers!	LINCIlaydown)		2				Distant Action in the					44-666	SHIPPING A	00/		0.1/	I Makering			011	
Crawler Tractors	2270002069	13	4	700 Hp	Diesel	6,240	0%		0%	0	0%	0	0%	0	0%	<u> </u>	0%	<u> </u>	0%		0%	<u>ب</u>
Crawler Tractors	2270002069	13	1	410 Hp	Diese	1,560	. 0%	<u> </u>	0%	0	0%	0	0%	0	0%	<u> </u>	0%		0%	0	0%	<u>⊢°</u>
Iractor/Loader/Backhoe	2270002066	13	2	263 Hp	Dieses	3,120	0%		0%	0	0%	U	0%	0	0%	<u> </u>	0%	<u> </u>	0%	0	0%	<u>+</u>
Scraper (dual engine 1/2	2) 2270002018	13	15	500 Hp	Diesel	19,500	0%	, 0	0%	0	0%	0	0%	0	0%	0	0%	· · · · · · ·	0%	0	0%	
Scraper (dual engine 2/2	2) 2270002018	13	15	462 Hp	Diesel	19,500	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0
Surfacing	22/0002024	13	2	156 Hp	Diesel	2,340	10%	234	20%	47	40%	94	40%	94	0%	0	0%	0	0%	0	0%	0
Surracing	2270002024		2	400 Hp	Diesel	2,340	10%	234	20%	4/	40%	94	40%	94	0%	<u> </u>	0%	0	0%	0	0%	+ ÷
Excavator	2270002036	13	2	148 Hp	Diesel	3,120	0%	· · · · ·	0%	0	0%	0	0%	- 0	0%		0%	0	0%	0	0%	
Tractor/Loader/Backhoe	2270002066	13	6	263 Hp	Diesei	10,920	0%	<u> </u>	0%	0	0%	<u> </u>	0%		0%	<u> </u>	0%		0%	0	0%	
Grader	2270002048	13		259 Hp	Diesel	2,600	0%	· · · · · · · · · · · · · · · · · · ·	0%	0	0%	0	0%		0%		0%		0%	0	0%	
Excavator	2270002036	13	<u> </u>	428 Hp	Diesel	7,800	0%		0%	0	0%	0	0%		0%	-	0%		0%	0	0%	<del>ا ب</del>
Off-Highway Truck	2270002051	13	30	650 Hp	Diesel	35,100	0%		0%	0	0%	U	0%	<u> </u>	0%	<u> </u>	0%		0%	0	0%	<del>ا ب</del>
Off-Highway Truck	2270002051	12		462 Hp	Diesel	1,300	0%	6	0%	0	0%	0	0%		0%	<u> </u>	0%		0%	0	0%	<del>ا خ</del>
Rubber tire loader	2270002060	13	2	262 Hp	Diesel	/04	80%	563	0%	0	75%	422	25%	141	0%	0	0%	0	0%	0	0%	
Parking	0070000000	TA		005.11-	Diseal	1.500			0%		00%		0%		09/	<u> </u>	00/		09/		0%	
Crawer fractors	2270002069	13	2	230 Hp	Diesel	1,500	0%		0%	0	0%		0%	0	0%		0%	- č	0%	0	0%	<del>ا ب</del>
Scraper	2270002018	13	<u> </u>	402 Hp	Diesel	500	0%		0%		0%	<u> </u>	0%	0	0%	0	0%		0%	0	0%	<del>ا ب</del>
Surfacing	2270002024	13	<u></u>	100 Hp	Diesel	900	0%		0%	<u> </u>	0%		0%	0	0%		0%		0%	0	0%	
Surracing	2270002024	13	2	400 Hp	Diesel	900	0%	, ,	0%	0	0%		0%		0%		0%		0%	0	0%	<del>ا د</del>
Excavator	2270002036	13	<u> </u>	140 mp	Diesel	700	0%	<u>.</u>	0%	0	0%		0%	-	0%	0	0%	+	0%	0	0%	+
Tractor/Loader/Backhoe	2270002066	13	<u> </u>	263 Hp	Diesel	700	0%	<u>,</u>	0%	0	0%	<u> </u>	0%	0	0%	0	0%	- <u> </u>	0%	0	0%	
Grader	2270002048	13		259 Hp	Diesel	500	0%	· · · · · · · ·	0%	u o	0%		0%	-	0%	0	0%		0%	0	0%	
Paving Equipment	2270002021	i3		1/4 Hp	Diesel	500	0%	<u>,</u>	0%	0	0%		0%	0	0%		0%		0%	0	0%	+
Paving Equipment	2270002021	13		107 ⊓p	Diesei	500	0%		U%	U stranger and the	U%		0%	U 1990	U%		0%		0%	-	0%	
Support Road (Inc.	Quarry, Batch	Riant, Central	aayoown)see	00E U	N States and	0.000	1923		00/		00/	Sec. Sec.	200/	-Bill Starting Start	0.9/		0%		09/		09/	
Crawler Tractors	122/0002069	13	4	230 mp	Diesel	9,000	0%	<u>+</u>	0%	0	0%	<u>v</u> .	20%		0%	<u>ا</u>	0%	+	0%	0	0%	+
Scraper (dual engine 1/2	2270002018	10		462 Ho	Diesel	4,300	0%		0%		0%		5%	0	0%	<del>ا ``</del>		+ <u> </u>	0%	0	0%	+ ~
Surfacing	2270002018	10	1	402 mp	Diesel	4,300	0%	<u> </u>	0%		0%	0	20%		0%	<u> </u>	0%	+	0%	0	0%	+
Surfacing	2270002024	13	<u>  · · · ¦-− · · ·</u>	400 Hp	Diesel	1,350	0%	<u> </u>	0%		0%		20%		0%	+ <u>~</u>	0%	+	0%	0	0%	+
Surracing	12270002024	13	<u> </u>	400 mp	Diesel	2,700	0%	<u> </u>	0%		0%		20%	0	0%	<u>ل</u>	0%	<u> </u>	070	0	0%	+
Excavalor Teaster/Leader/De-Ut	2270002036	13		140 mp	Diesel	3,000	0%		0%		0%		20%		0%	<del>ا د</del>	0%	<b>-</b>	0%	0	0%	+
Crader	2270002066	13		263 mp	Diesel	4,200	0%	<u>'</u>	0%	0	0%	~	20%		0%		0%	+	0%	0	0%	+
Grader Device Coviement	2270002048	13		209 mp	Diesel	F00	0%		0%	0	0%	-	20%		0%	<u>ا</u>	0%	+	0%		0%	+
reaving Editioment	1 2 2 7 100 102 (121)	1.3	. 1	1/4 HD	IBCE																	
Devine Servicement	2270002021	T2		107.45	Diesel	500	0%		0%	0	0%	0	40%		0%		0%	- <u>°</u>	0%		0%	+ ÷

BBNPP General Conformity Applicability Analysis Rev. 1 Appendix B

et Materia	Criterial	ollutants	1. A A A A A A A A A A A A A A A A A A A	Median				Deterio	mation	Adjus	60182 🗹	Sec. 32		· · · · ·			En	issions	(tons)	A. (S		<u>.</u>			
Equipment	(33m)(r	Brana	(licent)	007-0	Arra		<b>D</b> Ø	<u>कि</u> ल्	B	(c/ho	ണ്				Circe Circle					1997 - 1998 1997 - 1997 - 1997		NIOT			
Type,		07200	Cutto Gundal	المستحقق الم	- ~ ~ F		000		CITO TO			(Vorte)	190-t-0	(W	[]]]	Warra a	Minor a	(7)	(Sheen(	0	(m	in and	100mmc	107-cm/2	(Correct)
			Factor es	Rindursz	Factor	هيا ا			alon a	و الالفال		arearie	dear 2	uare.	<b>U</b> cares	(tears)	UEEDO	VEAU (I)	ucaro	uear/2	nearo	i eare	UEaro	uearro	Ucarv
Crawler Tractors	0.17	2.61	1	7000	> 1	0.027	0.008	1 027	1.008	0 175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.054	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Excavator	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Excavator	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crane	0.18	2,5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0,00	. 0,00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Dumper/Tener	0.38	3.03	1	7000	>1	0.027	0.008	1.027	1.008	0.390	3.054	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grader	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Scraper	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Scraper	0.17	2,61	1	7000	>1	0.027	0.008	1.027	1.008	0,175	2,631	0,00	0,00	0.00	0.00	0.00	0.00	0,00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Surfacing	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
IA. Site Development an	Har Collins			Conference of the	Carlos de Carlos	<ul> <li>Spectra M</li> </ul>	100 100 100 100 100 100 100 100 100 100		A store and							1 m 1 m	1		Mar Para C	Sector State	Tool and the second		100 State	36. A.A.	Constantion of the
Securitaria Tractore	0.17	2.61		7000		0.007	0.000	1 0 2 7	1 009	0.175	2 6 2 4	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Scraper (dual engine 1/2)	0.17	2.01	1	7000		0.027	0.008	1.027	1.008	0.175	2,031	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Scraper (dual engine 1/2)	0.17	2.01	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2 631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Excavator	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.054	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rowerblock (inc. co				5 <b>360</b> 7538							NOT SHOW	1 2 9 1		Sec. 1								AN AL	122	Sing.	
Crawler Tractors	0.17	2.61	1	7000	> 1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crawler Tractors	0,17	2,61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.054	0.00	0.00	0.00	0.00	0.00	0.00	0,00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Scraper (dual engine 1/2)	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Scraper (dual engine 2/2)	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Surfacing	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.04	0.04	0.00	0.00	0.00	0.00
Surfacing	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.05	0.11	0.11	0.00	0.00	0.00	0.00
Excavator	0,19	2.61	1	4007	>1	0.027	0.008	1.027	1.008	0,195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grader	0.42	3.03	1	4007	>1	0.027	0.008	1.027	1,000	0.431	3.004	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Excavator	0.15	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.135	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Highway Truck	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Highway Truck	0.17	4.11	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4,147	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rubber tire loader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0,195	2.631	0.00	0,02	0.01	0.00	0.00	0.00	0.00	0.00	0.32	0.11	0.00	0.00	0.00	0.00
Rearking Contraction			K 25 🛠 200		a Phone	1. Santa	1.5.2.2	5.54			A POL MA	PER 24					-	· · · •		2.25	i katari	- J	STORES.		
Crawler Tractors	0.19	2.61	1	4667	>1	0.027	0.008	1,027	1.008	0,195	2,631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Scraper	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Surfacing	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Surfacing	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Excavator	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fractor/Loader/Backhoe	0.42	3.03	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.054	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grader	0.19	2.61	1	4007	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0,00	0,00	0.00	0,00	0,00	0,00	0,00	0,00
Paving Equipment	0.19	2.01	1	4007		0.027	0.008	1.027	1.008	0.195	2.031	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Support Boad //inc*/		2.01	80707.000000888		100000000000000000000000000000000000000	0.027	0.000		1.000	0.185	2.001	0.00	0.00	0.00	0.00		0.00		0.00	0.00	0.00	0.00	U.UU	0.00	0.00
Crawler Tractors	0 19	261	1	4667	> 1	0.027	0.008	1 027	1.008	0 195	2 631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Scraper (dual engine 1/2)	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Scraper (dual engine 2/2)	0.17	2,61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Surfacing	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Surfacing	0.17	2.61	1	7000	> 1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	_0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Excavator	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.054	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0,00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Equipment	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0,00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Equipment	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0,00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UTT-HIGDWAY LICK	0.17 1	4.11		1 7000	>1	11034	0.009	1 034	1.009	1 11/6	4.14/	0.00	0.00	ו ממחי	0.00	0.00 1	0.00 1	n nn I	0.00	1 0 00 1	0.00 1	0.00		0.00	

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Safety Related Non-road Engine Emissions Bell Bend Safety NonRd NOx-VOC .

Egulpment	19933	Eigine Technology Two	Noxo/ Equipment	Equipment Horsepower	Fua) Tivree	Total Operating	aono: His Sana	Total Galay	Yeari		Vear	3	Years	)	Year	)	, Yeare	3	Vear6	3	Veart	7
uype		0)[23	0	្រំធ្វោ	وبر) رو ا	lie -	Related		Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation%	Hours	Operation%	Hours	Operation %	Hours
SouthLaydown			- 76 CS 8	20000						2897.4												
Crawler Tractors	2270002069	T3	4	700 Hp	Diesel	2,400	0%	0	0%	0	0%	<u> </u>	20%	0	0%	0	0%	0	0%		0%	0
Surfacing	22/0002024	T3	1	400 Hp	Diesel	360	0%	0	0%	0	0%	0	20%	0	0%	0	0%	0.	0%		0%	
Excavator	2270002036	T3	3	148 Hp	Diesel	1,440	0%	0	0%	0	0%	0	20%	0	0%		0%	0	0%		0%	
Grader	2270002048	13		259 Hp	Diesei	400	0%		U%	U 36000000000000	0%	U	20%			20420200055	070		078		0%	00000000000
Bare (Drill Dis	ation	TO TO	4		Discol	0.46	0%	0	0%	35.495 Bert	00/		094		09/		0%		0%		0%	
Bore/Dria Rig	2270002033				Diesei	240	076		076	Sectores -	U 78	1000000000	078		0 76		078	CONTRACTOR OF	0.78	Sector Sector		
Grane	2270002046	Ta Ta	1 2	160 Ho	Diesel	1 126	50%	563	0%	0	50%	282	50%	282	0%		0%	0	0%	0	0%	0
Crauter Tractors	2270002040	T2	2	235 Hp	Diesel	1,120	50%	845	0%	0	50%	422	50%	422	0%	ň	0%	0	0%	ů O	0%	l o
Tractor/l oader/Backhoe	2270002066	T3	6	102 Hp	Diesel	5,069	50%	2 534	0%	0	40%	1 014	30%	760	30%	760	0%	0	0%	0	0%	0
Excavator	2270002036	T3	2	148 Hp	Diesel	1 690	50%	845	0%		60%	507	40%	338	0%	0	0%	0	0%	0	0%	0
Dumper/Tener	2270002078	T3	1	400 Hp	Diesel	845	50%	422	0%	0	50%	211	40%	169	10%	42	0%	0	0%	0	0%	0
Warehouse 81Storag	A	NAME OF TAXABLE PARTY OF TAXABLE PARTY.	Kaiser - N	Contraction of the local distance of the loc	0.0000	MARCHINE STREET, ST.		and the second se	No. al anti-			25.000				333023	2.2.3.5				Internet and the second	and the second
Forklift	2270003020	T3	2	94 Hp	Diesel	8.378	50%	4,189	0%	0	10%	419	20%	838	30%	1,257	25%	1,047	10%	419	5%	209
Crane	2270002045	тз	2	160 Hp	Diesel	9,574	50%	4,787	0%	0	10%	479	20%	957	30%	1,436	25%	1,197	10%	479	5%	239
Forklift (rough)	2270002057	тз	1 1	115 Hp	Diesel	5,386	50%	2,693	0%	0	10%	269	20%	539	30%	808	25%	673	10%	269	5%	135
IA Civil//Concrete Stru	cture Work		12	STREET, BALLANDER						10. N. M.		200				3465-0	11 CONSTRUCTION					
Bridge Construction			× 1 14							*LANDER									<u>F</u>			
Crawler Tractors	2270002069	Т3	3	700 Hp	Diesel	3,600	0%	0	0%	0	20%	0	30%	0	30%	0	20%	0	0%	0	0%	0
Crawler Tractors	2270002069	T3	2	305 Hp	Diesel	2,400	0%	0	0%	0	20%	0	30%	0	30%	0	20%	0	0%	0	0%	0
Surfacing	2270002024	Т3	2	400 Hp	Diesel	2,160	0%	0	0%	0	20%	0	30%	0	30%	0	20%	0	0%	0	0%	0
Excavator	2270002036	Т3	4	148 Hp	Diesel	4,800	0%	0	0%	0	20%	0	30%	0	30%	0	10%	0	10%	0	0%	0
Grader	2270002048	T3	1	259 Hp	Diesel	960	0%	0	0%	0	20%	0	30%	0	30%	0	20%	0	0%	0	0%	0
Tractor/Loader/Backhoe	2270002066	T3	3	80 Hp	Diesel	3,802	0%	0	0%	0	20%	0	30%	0	30%	0	10%	0	10%	0	0%	0
Crane	2270002045	T3 ·	4	160 Hp	Diesel	4,224	0%	0	0%	0	20%	0	30%	0	30%	0	10%	0	10%	0	0%	0
Crane	2270002045	T2	2	355 Hp	Diesel	2,112	0%	0	0%	0	20%	0	30%	0	30%	0	20%	0	0%	0	0%	0
Pump	2270006010	T3	1	300 Hp	Diesel	528	0%	0	· 0%	0	10%	0	30%	0	30%	0	20%	0	10%	0	0%	0
Forklift (rough)	2270002057	T3	2	115 Hp	Diesel	1,901	0%	0	0%	0	10%	0	30%	0	30%	0	20%	0	10%	0	0%	0
Rubber tire loader	2270002060	T3	1	262 Hp	Diesel	1,056	0%	0	0%	0	10%	0	30%	0	30%	0	20%	0	10%	0	0%	0
Sheet Piling																						
Crane	2270002045	T3	1	205 Hp	Diesel	352	0%	0	0%	0	50%	0	50%	0	0%	0	0%	0	0%	0	0%	0
Crane	2270002045	T3	2	160 Hp	Diesel	493	0%	0	0%	0	50%	0	50%	0	0%	0	0%	0	0%	0	0%	0
Structural Concrete			S. S. S. S. S.								1. 1992	10000										
Pump	2270006010	T3	5	300 Hp	Diesel	7,500	50%	3,750	0%	0	10%	375	30%	1,125	30%	1,125	20%	750	5%	188	5%	188
Crane	2270002045	T2	5	355 Hp	Diesel	7,920	50%	3,960	0%	0	10%	396	30%	1,188	30%	1,188	20%	/92	5%	198	5%	198
Crane	2270002045	T3	5	160 Hp	Diesel	9,504	50%	4,752	0%	0	10%	475	30%	1,426	30%	1,426	20%	950	5%	238	5%	238
Forklift (rough)	2270002057	13	6	115 Hp	Diesel	17,107	50%	8,554	0%	0	10%	855	30%	2,566	30%	2,566	20%	1,711	5%	428	5%	428
Rubber tire loader	2270002060	13	2	262 Hp	Diesel	6,336	50%	3,168	0%	0	10%	31/	30%	950	30%	950	20%	634	5%	158	5%	158
Tractor/Loader/Backhoe	2270002066		4   <b>-</b> 4	l so ub	Diesei	12,0/2	50%	0,330	U%	U	10%	634	30%	1,901	30%	1,901	20%	1,207	376	31/	576	317
Server Block (U	umpinouse,	Switchyard, Co	ooling@lowers		Discol	9,400	0%		0%		00/		709/		20%	1000000	00/	Same and the second sec	0%	0	0%	
Crane	2270002045	13	2	100 mp	Diesel	0,490	0%		0%	-	0%	0	70%	0	30%	<del>ل</del> ،	0%		0%	0	0%	<del>ا بر ا</del>
Pump	2270006010	13		300 Hp	Diesel	1,901	0%	0	0%	- ÷	0%	<u> ,-</u>	70%		30%		0%	<u> </u>	0%	0	0%	<u>ا</u> ر
Crane	2270002045	12	2	300 mp	Diesel	0,330	0%		0%		0%	<u> </u>	70%		30%		0%	<u> </u>	0%		0%	<u>ا</u> ب
Forkiiπ (rougn)	2270002057	13		115 Hp	Diesei	1,901	0%	U	0%	0	U%	1 ROMANDO	70%	U Generation	30%	50000000000000000000000000000000000000	0%	00.00000000	0%		0%	
Switchyard			Sector street Property				0.534			CONSTRAINT SALE	2004		500/		400/	047	400/	70	00/		01/	
Grane	22/0002045	13	2	160 Hp	Diesel	3,168	25%	/92	0%	0	0%	<u> </u>	50%	396	40%	31/	10%	·	0%	<u> </u>	0%	<b>+</b>
Pump	22/0006010	13		300 Hp	Diesel	950	25%	238	0%	0	0%	<u>ا</u>	/5%	1/8	25%	28	0%	+	. 0%		0%	+ -
Crane	2270002045	12	1	355 Hp	Diesel	/92	25%	198	0%	0	0%	1 0	/5%	149	25%	50	0%		0%	0	0%	<b>– –</b>
Forklift (rough)	2270002057	13	1	115 Hp	Diesel	1,426	25%	356	0%	0	0%	0	/5%	267	25%	89	0%	U	0%	U	0%	
Cooling)Tower																						
Crane	2270002045	T3	4	160 Hp	Diesel	8,490	10%	849	0%	0	0%	0	0%	0	30%	255	70%	594	0%	0	0%	
Crane	2270002045	T2	2	355 Hp	Diesel	1,584	10%	158	0%	0	0%	0	0%	0	30%	48	70%	111	0%	0	0%	L_0
Pump	2270006010	T3	3	300 Hp	Diesel	1,901	10%	190	0%	0	0%	0	0%	0	30%	57	70%	133	0%	0	0%	<u> </u>
Forklift (rough)	2270002057	T3	1	115 Hp	Diesel	2.851	10%	285	0%	0	0%	0	0%	0	30%	86	70%	200	0%	0	0%	0

BBNPP General Conformity Applicability Analysis Rev. 1 Appendix B

Genteman	Criterial	Cliniulio		Median	23.22	1081	set 1	Deteri	oration	Adjus	ted EF	a ve Shoulu i	sens april				En	ilssions	(tons) <sup>v</sup>					a sisa	
Continuent Continuent	EFSS(C	(internet)	Looo	.0000°	Aggi	× 92	<del>р</del> 6 (	fac	tor 5	(g/hp	жш) <sup>0</sup>				- HO		1. 1.					NOx			¥
uyge	HØ	NOX	(Fritage)	Hours	(देवलेकर <sup>6</sup>	HCZ	2NOX	HC	NOX	HC	Nox	Yearfi	Year/2	Year8	Year/4	Yeard	Yeard	Year7	YearAl	Year/2	Wear/8	Year/4	Yend	Year.6	Year??
South					Internet States	2013	1.8 1.9 1. 2		CRATERS.		State of the local division of the										30				10,000,007,000
Crawler Tractors	0.17	2.61	1	7000	> 1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0,00	0.00	0.00	0.00	0.00	0.00
Surfacing	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Excavator	0.19	2.61	11	4667	>1	0.027	0.008	1.027	1.008	0.195	_ 2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grader	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Borng/Solis)Investi	0.17	4.24	1	7000		0.024	0.000	1 024	1.000	0.176	4 270	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Linderground utilitie	0.17	4.34		7000		0.034	0.009	1.034	1.009	0.176	4.3/9	0.00	0,00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crane	0.18	2.5	1	4667	> 1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crawler Tractors	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	0.42	3.03	1	4667	> 1	0.027	0.008	1.027	1.008	0.431	3,054	0.00	0.05	0.04	0.04	0.00	0.00	0.00	0.00	0.35	0.26	0.26	0.00	0.00	0.00
Excavator	0.19	2.61	1	_4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.22	0.15	0.00	0.00	0.00	0.00
Dumper/Tener	0.38	3,03	1	7000	> 1	0.027	0.008	1.027	1.008	0.390	3.054	0.00	0.04	0.03	0.01	0.00	0.00	_0.00	0.00	0.28	0.23	0.06	0.00	0.00	0.00
www.arenouse?&\Storag	0.10	2.42		4667		0.007	0.000	4.007		0.405	2455		<u>0.04</u>												
Crane	0.19	3.13		400/		0.027	0.008	1.027	1.008	0.195	3.155	0.00	0.01	0.02	0.03	0.02	0.01	0.00	0.00	0.14	0.27	0.41	0.34	0.14	0.07
Forklift (rough)	0.10	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.105	2.520	0.00	0.02	0.03	0.05	0.04	0.02	0.01	0.00	0.21	0.43	0.04	0.53	0.09	0.11
IIA Civil//Concrete Stru							270	1.027	1.000	0.155	2.001	0.00	0.01		0.02	0.02	0.01	0.00	0.00	0.05		0.27	0.22	0.05	0.04
Bridge Construction				SHOW	1314300		88. TX 2	*L.)			STATISTICS.														-
Crawler Tractors	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crawler Tractors	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	_0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Surfacing	0.17	2.61	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Excavator	0.19	2.61		4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grader	0.19	2,61	1	4007		0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crane	0.42	2.5	1	4667	>1	0.027	0.008	1.027	1,008	0.431	2 520	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crane	0.17	4.34	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pump	0.18	2.50	1	4667	> 1	0.027	0.008	1.027	1.008	0.189	2.520	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Forklift (rough)	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rubber tire loader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0,00	0,00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sheet)Riling	0.40			4007	1000					THE REAL															
Crane	0.18	2.5	. 1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Structural/Concrete	0.15	2.3	Contraction of the local division of the	4007	COMPRESS OF	0.027	0.008	1.027	1,000	. 0.165	2.520	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pump	0.18	2.50	1	4667	> 1	0.027	0.008	1.027	1.008	0.189	2.520	0.00	0.02	0.07	0.07	0.05	0.01	0.01	0.00	0.31	0.94	0.94	0.63	0.16	0.16
Crane	0.17	4.34	1	7000	> 1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.03	0.08	0.08	0.05	0.01	0.01	0.00	0.68	2.04	2.04	1.36	0.34	0.34
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0,185	2.520	0.00	0.02	0.05	0.05	0.03	0.01	0.01	0.00	0.21	0.63	0.63	0.42	0,11	0,11
Forklift (rough)	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1,008	0,195	2.631	0.00	0.02	0.06	0.06	0.04	0.01	0.01	0.00	0.29	0.86	0.86	0.57	0.14	0,14
Rubber tire loader	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1,008	0.195	2.631	0.00	0.02	0.05	0.05	0.04	0.01	0.01	0.00	0.24	0,72	0.72	0,48	0,12	0.12
Iractor/Loader/Backhoe	0.42	3.64	1 Instantional Content	4667	> 1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.02	0.07	0.07	0.05	0.01	0.01	0.00	0.21	0.62	0.62	0.41	0,10	0.10
Crane	0.18	2.5	1	4667	1	0.027	0.008	1 027	1.008	0.195	2,620		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Pump	0.18	2.50	1	4667	- <u></u>	0.027	0.008	1.027	1.008	0.189	2.520	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crane	0.17	4.34	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Forklift (rough)	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Switchyard State			S. 1. 20	- <b>1</b> -2-1-3	Q 25 7.14	<u>i</u>	34 (1) AN	1.114.00	42.00	20 1 X 2		237.925	282 TSENE	STORESS.	8	STREET, STREET									M
Crane	0.18	2.5	1	4667	> 1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.18	0.14	0.04	0.00	0.00
Pump	0.18	2.50	1	4667	> 1	0.027	0.008	1.027	1.008	0.189	2.520	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.05	0.00	0.00	0.00
Crane	0.17	4.34	1	7000	> 1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.08	0.00	0.00	0.00
Forklift (rough)	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.03	0.00	0.00	0.00
Cooling Tower	225.2 108 (F		sace p				#020.T							PANK P	CARTNER	COLUMN S			KIN A	CONSTRAINT.	BOS.	e we we have			
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.11	0.26	0.00	0.00
Urane	0.17	4.34	111	7000	>1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.08	0.19	0.00	0.00
Pump	0.18	2.50		4667	>1	0.027	0.008	1.027	1.008	0,189	2,520	0.00	0,00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.05	0.11	0.00	0.00
Forklift (rough)	0,19 ·	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00 I	0.00	0.00	1 0.00 I	0.00	0.00	0.00	0.03	0.07	0.00	0.00

BBNPP General Conformity Applicability Analysis Rev. 1 Appendix B

Equipment	6000 P	Engine Technology	්රියෝ සිලාවලාසාහ	Equipment Korsepower	Fuel	Total Operating	%ot/Tot. Hrs Safaby	Total Safety Polated Hea	Veira		: Yeare		Ver 8	a a	Year		Year6		Year6		Yeard	7
a and a second sec		w) se	ø	យា	<b>1</b> (1)-2	્યોઝ	Related		Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation%	Hours	Operation %	Hours	Operation %	Hours	Operation %	Hours
IIB Superstructure &	Structual/Stee								2					كمنتب					ويحصده			
Structural & Buildin	g Steel								2			i i i i i i i i i i i i i i i i i i i								1	·	
Crane	2270002045	T2	5	355 Hp	Diesel	5,280	40%	2,112	0%	0	0%	0	20%	422	75%	1,584	5%	106	0%	0	0%	0
Crane	2270002045	Т3	4	400 Hp	Diesel	4,224	40%	1,690	0%	0	0%	0	20%	338	75%	1,267	5%	84	0%	0	0%	0
Crane	2270002045	T3	7	160 Hp	Diesel	9,905	40%	3,962	0%	0	0%	0	20%	792	75%	2,972	5%	198	0%	0	0%	0
Crane	2270002045	Т3	7	173 Hp	Diesel	8,870	40%	3,548	0%	0	0%	0	20%	710	75%	2,661	5%	177	0%	0	0%	0
Aerial Lift	2270003010	T3	8	65 Hp	Diesel	10,138	40%	4,055	0%	0	0%	0	20%	811	75%	3,041	5% ·	203	0%	0	0%	0
Aerial Lift	2270003010	Т3	8	74 Hp	Diesel	10,138	40%	4,055	0%	٥	0%	0	20%	811	75%	3,041	5%	203	0%	0	0%	0
Forklift (rough)	2270002057	T3	8	115 Hp	Diesel	10,138	40%	4,055	0%	0	0%	0	20%	811	75%	3,041	5%	203	• 0%	0	0%	0
Building Modules &	HeavyLifts				- 16 <b>7</b>							للتكليل										
Crane	2270002045	T3	1	600 Hp	Diesel	845	40%	338	0%	0	0%	0		0	50%	169	50%	169	0%	0	0%	0
Crane	2270002045	Т3	1	1,200 Hp	Diesel	422	40%	169	0%	0	0%	0	50%	84	50%	84	0%	0	0%	0	0%	0
Building Siding //Ins	sulated Panel					25. C. S. C.																
Crane	2270002045	T3	2	160 Hp	Diesel	1,056	40%	422	0%	0	0%	0	0%	0	30%	127	70%	296	0%	0	0%	0
Aerial Lift	2270003010	T3	3	74 Hp	Diesel	2,218	40%	887	0%	0	0%	0	0%	0	30%	266	70%	621	0%	0	0%	
Forklift (rough)	2270002057	T3	2	115 Hp	Diesel	1,056	40%	422	0%	0	0%	0	0%	0	30%	127	70%	296	0%	0	0%	
Roofing			Statistics and the second s														400%				0.04	
Crane	2270002045	T3	2	160 Hp	Diesel	950	40%	380	0%	•0	0%	0	0%	0	0%	0	100%	380	0%	<u> </u>	0%	
Aerial Lift	2270003010	T3	3	74 Hp	Diesel	1,426	40%	570	0%	0	0%	0	0%	0	0%		100%	5/0	0%	0	0%	
Forklift (rough)	2270002057	T3	2	115 Hp	Diesel	950	40%	380	0%	0	0%	0	0%	0	0%	0	100%	380	0%	0	0%	U
IIIA: Nechanical Installa	tion			<u> </u>																		
Mechanical Installat	tion)			400.11	Discol	44.704	C04	7 200				<u> </u>	2004	1 479	50%	2 608	208/	1 479	109/	720	094	
Crane	2270002045	13	5	160 Hp	Diesel	14,764	50%	1.067	0%	<u> </u>	0%	0	20%	1,470	50%	5,080	20%	253	10%	127	0%	
Crane	2270002045	13	5	255 He	Diesel	2,534	50%	1,207	0%	0	0%	0	20%	422	50%	1.056	20%	422	10%	211	0%	
Crane	2270002045	T2		300 Hp	Diesel	4,224	50%	2,112	0%	0	0%		20%	169	50%	422	20%	169	10%	84	0%	- °
Crane	2270002045	13	2	400 HP	Diesel	1,090	50%	422	0%		0%	0	20%	84	50%	211	20%	100 R4	10%	42	0%	
Crane Acrial Lift	2270002045	T2	5	65 Ho	Diesel	5 280	50%	2 640	0%	0	0%	0	20%	528	50%	1 320	20%	528	10%	264	0%	
Acrial Lift	2270003010	T2	5	74 Ho	Diesel	5,200	50%	2,040	0%	0	0%	- 0	20%	528	50%	1 320	20%	528	10%	264	0%	<u> </u>
Forklift (rough)	2270003010	T3	2	115 Hn	Diesel	5,200	50%	2 957	0%	0	0%	0	30%	887	40%	1,183	15%	444	15%	444	0%	0
III BIEloctricollinetollati	12270002037			110110	Diesei	0,014				-												I BEINER
Flectrical Installatio	011 TO									No.												
Crane	2270002045	T3	5	160 Hp	Diesel	4,435	50%	2,218	0%	0	0%	0	15%	333	40%	887	20%	444	15%	333	10%	222
Crane	2270002045	тз	3	173 Hp	Diesel	3,168	50%	1,584	0%	0	0%	0	15%	238	40%	634	20%	317	15%	238	10%	158
Crane	2270002045	T2	5	355 Hp	Diesel	5,280	50%	2.640	0%	0	0%	0	15%	396	40%	1,056	20%	528	15%	396	10%	264
Crane	2270002045	T3	2	400 Hp	Diesel	2,112	50%	1,056	0%	0	0%	0	15%	158	40%	422	20%	211	15%	158	10%	106
Crane	2270002045	T3	1	500 Hp	Diesel	1.056	50%	528	0%	0	0%	0	15%	79	40%	211	20%	106	15%	79	10%	53
Aerial Lift	2270003010	T3	5	65 Hp	Diesel	5,280	50%	2,640	.0%	0	0%	0	15%	396	40%	1,056	20%	528	` 15%	396	10%	264
Aerial Lift	2270003010	T3	5	74 Hp	Diesel	5,280	50%	2,640	0%	0	0%	0	15%	396	40%	1,056	20%	528	15%	396	10%	264
Crane	2270002045	T3	1	355 Hp	Diesel	845	50%	422	. 0%	0	0%	0	15%	63	40%	169	20%	84	15%	63	10%	42
Forklift (rough)	2270002057	T3	2	115 Hp	Diesel	5,914	50%	2,957	0%	0	0%	0	15%	444	40%	1,183	20%	591	15%	444	10%	296
IV-Major Equipment (h	eavy) lift and	movement	initial states	ST. BARRIER		(1. C. ) .		a se com										ويعدون			-11-0, -5 - 11-1 - 12-13-1	
Crane	2270002045	T3	1	500 Hp	Diesel	528	75%	396	0%	0	0%	0	10%	40	30%	119	50%	198	5%	20	5%	20
Crane	2270002045	Ť3	1	600 Hp	Diesel	528	75%	396	0%	0	0%	0	10%	40	30%	119	50%	198	5%	20	5%	20
Roller	2270002015	T3	2	600 Hp	Diesel	300	75%	225	0%	0	0%	0	0%	0	40%	90	60%	135	0%	0	0%	0
Roller	2270002015	T3	1	600 Hp	Diesel	300	75%	225	0%	0	0%	0	0%	0	40%	90	60%	135	0%	0	0%	0
Roller	2270002015	Т3	1	600 Hp	Diesel	300	75%	225	0%	0	0%	0	0%	0	40%	90	60%	135	0%	0	0%	0

2008	Criteria	ollutants	1.19	Median		120	100	Deter	oration 2	Adjus	ක්ෂිවි	2.5 (7)(2)	8 4 . 4 4 4 C .	- 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 199	3. J. T. T.	Selfer	En	issions	(tons)		- <del>1</del>			0	
equipment ~	E-33(c	(hp:hp) <sup>0</sup>	lload .	- CTT-O	Ane	-"A	μÖ	fac	<sup>ല</sup> ്ത	(c/lit	-fui) <sup>0</sup>	- 318			HO	wy dy s			1.00	2.+		NOX	1. A.V.		
UVCe		Nox	Grand	Hours	Frence	HCA	NO3	619	NOx	ନାର	Non	Yoona	YOTR	Years	North A	Years	Vena	Year7	Years	Year2	Wears 8	Year/4	Year.5	Year6	Year??
IIB Superstructure/&S	Plante.			1.1		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1									1				10 40 M			- 00,00 - 01	2 a * 1		
Structural/& Buildin	10.22	- · · ·	26-2	1 ==		and the second				W									Store State	8			er griderte		
Crane	0.17	4.34	1	7000	> 1	0.034	0.009	1.034	1.009	0.176	4.379	0.00	0.00	0.03	0.11	0.01	0.00	0.00	0.00	0.00	0.72	2.71	0.18	0.00	0.00
Crane	0.17	2.5	1	7000	> 1	0.027	0.008	1.027	1.008	0.175	2.520	0.00	0.00	0.03	0.10	0.01	0.00	0.00	0.00	0.00	0.38	1.41	0.09	0.00	0.00
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.03	0.10	0.01	0.00	0.00	0.00	0.00	0.35	1.32	0.09	0.00	0.00
Crane	0.18	2.5	1	4667	> 1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.03	0.09	0.01	0.00	0.00	0.00	0.00	0.34	1.28	0.09	0.00	0.00
Aerial Lift	0.42	3.64	1	4667	> 1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.00	0.03	0.09	0.01	0.00	0.00	0.00	0.00	0.21	0.80	0.05	0.00	0.00
Aerial Lift	0.42	3.64	1	4667	> 1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.00	0.03	0.11	0.01	0.00	0.00	0.00	0.00	0.24	0.91	0.06	0.00	0.00
Forklift (rough)	0.19	2.61	1	4667	>1	0,027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.02	0.08	0,01	0.00	0.00	0.00	0.00	0.27	1.01	0.07	0.00	0.00
Building Modules &	250 V - 1		1. A.	2				· · · ·	1.2 60.00				1. an 1.						<b>13:22</b>	liii		÷	Sugar de la		
Crane	0.17	2.5	1	7000	>1	0.027	0.008	1.027	1.008	0.175	2.520	0.00	0,00	0.00	0.02	0,02	0,00	0,00	_0.00	0.00	0.00	0.28	0.28	0.00	0.00
Crane	0,17	4,1	1	7000	> 1	0.027	_0.008	1.027	1.008	0.175	4.133	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0,46	0.46	0.00	0.00	0.00
Building Siding //ins		k		2	<u> </u>		Pre-2	<u> </u>	S - S26	ent émi	£			· 95 · · · · · · ·	1. 750.95 00	1500				St. 201			S. 254	*	
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1,027	1.008	0.185	2.520	0.00	0.00	0,00	0,00	0.01	0.00	0.00	0.00	0.00	0.00	0.06	0.13	0.00	0.00
Aerial Lift	0,42	3,64	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0,08	0.19	0.00	0.00
Forklift (rough)	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.04	0.10	0.00	0.00
Rooting Reserve				Sec. 9		ar ar a	10041000			98 - S	N & 35 36	A REAL PROPERTY.			Section 2		$\mathcal{L} = \mathcal{L}$		1		N. 184	all the			( e ) )
Crane	0.18	2.5	<u> </u>	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Aenai Lin	0.42	3.64		4667		0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00
	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00
IntAANechanical Installa	1 A A A A A A A A A A A A A A A A A A A			8e		C		<u> </u>	A CARE							angera - s.			100 A		<u>.</u>				
servicentario anno anno anno a	Particular in the second		X	Nie ward and			19 - A -	L	A			1	10000 August 1		S2-81	Salary .	· ·		1 4 4 5				100801-12090	2 2 2	
Crane	0.18	25	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2 520	0.00	0.00	0.05	0.12	0.05	0.02	0.00	0.00	0.00	0.66	1.64	0.66	0.22	0.00
Crane	0.18	2.5 2.5	1	4667 4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.05	0.12	0.05	0.02	0.00	0.00	0.00	0.66	1.64	0.66	0.33	0.00
Crane Crane Crane	0.18 0.18 0.17	2.5 2.5 4.34	1 1 1	4667 4667 7000	>1 >1 >1	0.027 0.027 0.034	0.008	1.027 1.027 1.034	1.008 1.008 1.009	0.185 0.185 0.176	2.520 2.520 4.379	0.00	0.00	0.05	0.12	0.05	0.02	0.00	0.00	0.00	0.66	1.64 0.30	0.66	0.33	0.00
Crane Crane Crane Crane	0.18 0.18 0.17 0.17	2.5 2.5 4.34 2.5	1 1 1 1	4667 4667 7000 7000	> 1 > 1 > 1 > 1	0.027 0.027 0.034 0.027	0.008 0.008 0.009 0.008	1.027 1.027 1.034 1.027	1.008 1.008 1.009 1.008	0.185 0.185 0.176 0.175	2.520 2.520 4.379 2.520	0.00 0.00 0.00	0.00 0.00 0.00	0.05 0.01 0.03 0.01	0.12 0.02 0.07 0.03	0.05 0.01 0.03 0.01	0.02 0.00 0.01 0.01	0.00 0.00 0.00	0.00 0.00 0.00	0.00 0.00 0.00	0.66 0.12 0.72 0.19	1.64 0.30 1.81 0.47	0.66 0.12 0.72 0.19	0.33 0.06 0.36 0.09	0.00 0.00 0.00
Crane Crane Crane Crane Crane Crane	0.18 0.18 0.17 0.17 0.17	2.5 2.5 4.34 2.5 2.5	1 1 1 1 1	4667 4667 7000 7000 7000	> 1 > 1 > 1 > 1 > 1 > 1	0.027 0.027 0.034 0.027 0.027	0.008 0.008 0.009 0.008 0.008	1.027 1.027 1.034 1.027 1.027	1.008 1.008 1.009 1.008 1.008	0.185 0.185 0.176 0.175 0.175	2.520 2.520 4.379 2.520 2.520	0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00	0.05 0.01 0.03 0.01 0.01	0.12 0.02 0.07 0.03 0.02	0.05 0.01 0.03 0.01 0.01	0.02 0.00 0.01 0.01 0.00	0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00	0.66 0.12 0.72 0.19 0.12	1.64 0.30 1.81 0.47 0.29	0.66 0.12 0.72 0.19 0.12	0.33 0.06 0.36 0.09 0.06	0.00 0.00 0.00 0.00 0.00
Crane Crane Crane Crane Crane Aerial Lift	0.18 0.18 0.17 0.17 0.17 0.17 0.42	2.5 2.5 4.34 2.5 2.5 3.64	1 1 1 1 1 1	4667 4667 7000 7000 7000 4667	> 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1	0.027 0.027 0.034 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008	1.027 1.027 1.034 1.027 1.027 1.027	1.008 1.008 1.009 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.431	2.520 2.520 4.379 2.520 2.520 3.669	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00	0.05 0.01 0.03 0.01 0.01 0.02	0.12 0.02 0.07 0.03 0.02 0.04	0.05 0.01 0.03 0.01 0.01 0.02	0.02 0.00 0.01 0.01 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00	0.66 0.12 0.72 0.19 0.12 0.14	1.64 0.30 1.81 0.47 0.29 0.35	0.66 0.12 0.72 0.19 0.12 0.14	0.33 0.06 0.36 0.09 0.06 0.07	0.00 0.00 0.00 0.00 0.00 0.00
Crane Crane Crane Crane Crane Aerial Lift Aerial Lift	0.18 0.18 0.17 0.17 0.17 0.42 0.42	2.5 2.5 4.34 2.5 2.5 3.64 3.64	1 1 1 1 1 1 1	4667 4667 7000 7000 7000 4667 4667	> 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1	0.027 0.027 0.034 0.027 0.027 0.027 0.027	0.008 0.009 0.009 0.008 0.008 0.008 0.008	1.027 1.027 1.034 1.027 1.027 1.027 1.027	1.008 1.008 1.009 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.175 0.431 0.431	2.520 2.520 4.379 2.520 2.520 3.669 3.669	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.05 0.01 0.03 0.01 0.01 0.02 0.02	0.12 0.02 0.07 0.03 0.02 0.04 0.05	0.05 0.01 0.03 0.01 0.01 0.02 0.02	0.02 0.00 0.01 0.01 0.00 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.66 0.12 0.72 0.19 0.12 0.14 0.16	1.64 0.30 1.81 0.47 0.29 0.35 0.40	0.66 0.12 0.72 0.19 0.12 0.12 0.14 0.16	0.33 0.06 0.36 0.09 0.06 0.07 0.08	0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough)	0.18 0.18 0.17 0.17 0.17 0.42 0.42 0.42	2.5 2.5 4.34 2.5 2.5 3.64 3.64 2.61	1 1 1 1 1 1 1 1 1	4667 4667 7000 7000 7000 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1	0.027 0.027 0.034 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.009 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.034 1.027 1.027 1.027 1.027 1.027	1.008 1.008 1.009 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.431 0.431 0.195	2.520 2.520 4.379 2.520 2.520 3.669 3.669 2.631	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.05 0.01 0.03 0.01 0.01 0.02 0.02 0.02	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03	0.05 0.01 0.03 0.01 0.01 0.02 0.02 0.02	0.02 0.00 0.01 0.01 0.00 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIB/ELEctricalIInstallatto	0.18 0.18 0.17 0.17 0.17 0.42 0.42 0.42	2.5 2.5 4.34 2.5 2.5 3.64 3.64 2.61		4667 4667 7000 7000 4667 4667 4667	> 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1	0.027 0.027 0.034 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.009 0.008 0.008 0.008 0.008	1.027 1.027 1.034 1.027 1.027 1.027 1.027 1.027	1.008 1.009 1.009 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.431 0.431 0.195	2.520 2.520 4.379 2.520 2.520 3.669 3.669 2.631	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.05 0.01 0.03 0.01 0.02 0.02 0.02	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03	0.05 0.01 0.03 0.01 0.01 0.02 0.02 0.02	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIIStelectricalInistallatto BelectricalInistallatto	0.18 0.17 0.17 0.17 0.42 0.42 0.19	2.5 2.5 4.34 2.5 2.5 3.64 3.64 2.61		4667 4667 7000 7000 4667 4667 4667	> 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1	0.027 0.027 0.034 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.034 1.027 1.027 1.027 1.027 1.027	1.008 1.008 1.009 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.431 0.431 0.195	2.520 2.520 4.379 2.520 2.520 3.669 3.669 2.631	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.05 0.01 0.03 0.01 0.01 0.02 0.02 0.02	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03	0.05 0.01 0.03 0.01 0.01 0.02 0.02 0.02 0.01	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIB/ElectricalIInstallatio Crane	0.18 0.17 0.17 0.17 0.42 0.42 0.42 0.19	2.5 2.5 2.5 2.5 3.64 3.64 2.61 2.5		4667 4667 7000 7000 4667 4667 4667 4667	> 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1	0.027 0.027 0.034 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.034 1.027 1.027 1.027 1.027 1.027	1.008 1.009 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.431 0.431 0.195	2.520 2.520 4.379 2.520 2.520 3.669 3.669 2.631	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.05 0.01 0.03 0.01 0.01 0.02 0.02 0.02 0.02	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03	0.05 0.01 0.03 0.01 0.02 0.02 0.01	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15 0.15	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15 0.15	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIIB/ElectricalIInstallatio Crane Crane	0.18 0.17 0.17 0.17 0.42 0.42 0.19 0.19 0.18 0.18	2.5 2.5 2.5 2.5 3.64 3.64 2.61 2.61 2.5 2.5 2.5		4667 4667 7000 7000 4667 4667 4667 4667	> 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1	0.027 0.027 0.034 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.034 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.008 1.009 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.431 0.431 0.195 0.185 0.185	2.520 2.520 4.379 2.520 2.520 3.669 3.669 2.631 2.520 2.520 2.520	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03 0.03 0.03 0.02	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.01	0.02 0.00 0.01 0.01 0.01 0.01 0.01 <b>0.01</b>	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39 0.39 0.39 0.30	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15 0.20 0.15	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15 0.15 0.15 0.11	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIIBAELECTICALIINEEAILAITO Crane Crane Crane Crane	0.18 0.17 0.17 0.17 0.42 0.42 0.19 0.19 0.18 0.18 0.18	2.5 2.5 2.5 2.5 3.64 3.64 2.61 2.5 2.5 2.5 2.5 2.5 4.34		4667 4667 7000 7000 4667 4667 4667 4667	> 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1 > 1	0.027 0.027 0.034 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.034 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.009 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.431 0.431 0.195 0.185 0.185 0.185 0.176	2.520 2.520 4.379 2.520 2.520 3.669 2.631 2.520 2.520 2.520 2.520 4.379	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.02 0.02	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03 0.03 0.03 0.02 0.07	0.05 0.01 0.03 0.01 0.02 0.02 0.01 0.01 0.01 0.01 0.04	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30 0.15 0.15 0.11 0.68	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39 0.39 0.39 0.30 1.81	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15 0.20 0.15 0.90	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15 0.15 0.15 0.11 0.68	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIIS ElectricalInistallatto Crane Crane Crane Crane Crane	0.18 0.17 0.17 0.42 0.42 0.19 0.42 0.19 0.42 0.19	2.5 2.5 2.5 2.5 3.64 2.61 2.5 2.5 2.5 2.5 2.5 4.34 2.5		4667 4667 7000 7000 4667 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >	0.027 0.027 0.034 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.034 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.009 1.009 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.009	0.185 0.185 0.176 0.175 0.431 0.431 0.431 0.195 0.185 0.185 0.185 0.176 0.175	2.520 2.520 4.379 2.520 3.669 3.669 2.631 2.520 2.520 2.520 4.379 2.520	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.02	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03 0.03 0.03 0.02 0.07 0.03	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.01 0.01 0.01	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30 0.15 0.15 0.11 0.68 0.18	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39 0.39 0.39 0.30 1.81 0.47	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15 0.20 0.15 0.90 0.23	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15 0.15 0.15 0.11 0.68 0.18	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Crane Crane Crane Crane Aerial Lift Forklift (rough) IIIB/ElectricalIInstallatio WIIEISCETICALIIIIII MIEISCETICALIIIIIIIII Crane Crane Crane Crane Crane Crane Crane Crane Crane Crane Crane	0.18 0.17 0.17 0.42 0.42 0.19 0.18 0.18 0.18 0.18 0.17 0.17	2.5 2.5 4.34 2.5 2.5 3.64 2.61 2.5 2.5 2.5 4.34 2.5 2.5 2.5		4667 4667 7000 7000 4667 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >	0.027 0.027 0.034 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.034 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.034 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.009 1.009 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.009 1.009	0.185 0.185 0.176 0.175 0.175 0.431 0.431 0.431 0.195 0.431 0.195 0.185 0.185 0.176 0.175 0.175	2.520 2.520 4.379 2.520 2.520 3.669 2.631 2.631 2.520 2.520 2.520 2.520 2.520	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.02 0.02 0.02	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03 0.03 0.03 0.02 0.07 0.03 0.02	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.01 <b>N 5333</b> <b>N 5353</b> <b>N 5355</b> <b>N 5355N 5355</b> <b>N 555</b> <b>N 55</b>	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30 0.15 0.15 0.11 0.68 0.18 0.11	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39 0.30 1.81 0.47 0.29	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15 0.20 0.20 0.23 0.23 0.23 0.23	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15 0.15 0.11 0.68 0.18 0.11	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Crane Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIIBSEIečtricalIInštāllatio Crane Crane Crane Crane Crane Crane Crane Crane Crane Crane	0.18 0.17 0.17 0.17 0.42 0.42 0.19 0.19 0.19 0.18 0.18 0.18 0.17 0.17 0.17 0.17	2.5 2.5 2.5 2.5 3.64 2.61 2.5 2.5 2.5 2.5 4.34 2.5 2.5 2.5 3.64		4667 4667 7000 7000 4667 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >	0.027 0.027 0.034 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.034 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.009 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.431 0.431 0.431 0.185 0.185 0.185 0.176 0.175 0.175 0.175	2.520 2.520 4.379 2.520 2.520 3.669 3.669 2.631 2.520 2.520 2.520 2.520 2.520 3.669	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.02 0.01 0.01	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03 0.03 0.03 0.03 0.07 0.03 0.02 0.03	0.05 0.01 0.03 0.01 0.02 0.02 0.01 <b>NESSIS</b> 0.01 0.01 0.04 0.02 0.02 0.01 0.02	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30 0.15 0.15 0.11 0.68 0.18 0.11 0.10	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39 0.39 0.39 0.39 0.30 1.81 0.47 0.29 0.28	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15 0.20 0.15 0.20 0.23 0.15 0.14	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15 0.15 0.15 0.15 0.11 0.68 0.18 0.11 0.10	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIISSELECTICALINGSTALIANG TRANSPORTATION Crane Crane Crane Crane Crane Crane Crane Crane Crane Crane Crane	0.18 0.17 0.17 0.17 0.42 0.42 0.19 0.19 0.19 0.18 0.18 0.18 0.17 0.17 0.17 0.17 0.42 0.42	2.5 2.5 4.34 2.5 2.5 3.64 2.61 2.5 4.34 2.5 2.5 4.34 2.5 2.5 3.64 3.64 2.5 2.5 3.64		4667 4667 7000 7000 4667 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >	0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.009 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.431 0.431 0.431 0.431 0.185 0.185 0.185 0.176 0.175 0.175 0.175 0.175 0.431 0.431	2.520 2.520 4.379 2.520 3.669 3.669 2.631 2.520 2.520 2.520 2.520 2.520 2.520 2.520 3.669 3.669	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.02 0.01 0.01	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03 0.03 0.02 0.07 0.07 0.07 0.02 0.07	0.05 0.01 0.03 0.01 0.02 0.02 0.01 NS555 0.01 0.01 0.01 0.04 0.02 0.01 0.02	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30 0.15 0.11 0.68 0.18 0.11 0.10 0.12	1.64 0.30 1.81 0.47 0.39 0.35 0.40 0.39 0.39 0.39 0.30 1.81 0.47 0.29 0.28 0.28 0.32	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15 0.20 0.15 0.90 0.23 0.15 0.14 0.16	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15 0.15 0.15 0.15 0.18 0.18 0.11 0.10 0.12	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0
Crane Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIB/ElectricalInistallatto Grane Crane Crane Crane Crane Crane Crane Crane Aerial Lift Aerial Lift Crane Ecrane	0.18 0.17 0.17 0.17 0.42 0.42 0.42 0.19 0.18 0.18 0.18 0.18 0.17 0.17 0.17 0.17 0.17 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42	2.5 2.5 3.64 2.6 3.64 2.61 2.5 2.5 2.5 2.5 2.5 2.5 3.64 2.5 3.64 2.5 3.64 2.5 2.5 3.64 2.5 2.5 3.64		4667 4667 7000 7000 4667 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >	0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.008 1.009 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.009 1.008 1.009 1.008 1.008 1.008	0.185 0.175 0.175 0.175 0.431 0.431 0.195 0.185 0.185 0.185 0.176 0.175 0.175 0.175 0.431 0.431 0.431	2.520 2.520 4.379 2.520 2.520 2.520 2.631 2.631 2.631 2.520 2.520 4.379 2.520 4.379 2.520 3.669 2.520 3.669	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.02 0.02 0.01 0.01	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03 0.03 0.02 0.03 0.02 0.07 0.03 0.02 0.03 0.02	0.05 0.01 0.03 0.01 0.02 0.02 0.01 NS555 0.01 0.01 0.01 0.04 0.02 0.01 0.02 0.01 0.02 0.02	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30 0.15 0.11 0.15 0.11 0.18 0.18 0.11 0.10 0.12 0.46	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39 0.39 0.39 0.30 1.81 0.47 0.29 0.28 0.32 0.32 0.32	0.66 0.12 0.72 0.12 0.14 0.16 0.15 0.20 0.15 0.20 0.15 0.20 0.23 0.15 0.14 0.16 0.08	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15 0.15 0.15 0.15 0.15 0.15 0.11 0.68 0.18 0.18 0.11 0.10 0.12 0.06	0.00 0.00
Crane Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIB/ElectricalIInstallatio Grane Crane Cra	0.18 0.18 0.17 0.17 0.17 0.42 0.19 0.18 0.18 0.18 0.18 0.18 0.17 0.17 0.17 0.17 0.42 0.42 0.17 0.42	2.5 2.5 3.64 2.5 2.5 3.64 2.61 2.5 2.5 2.5 2.5 3.64 2.5 2.5 3.64 3.64 2.5 2.5 2.5 2.5 3.64		4667 4667 7000 7000 4667 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >	0.027 0.034 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.034 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.431 0.431 0.195 0.185 0.185 0.185 0.176 0.175 0.175 0.175 0.175 0.175 0.175 0.175	2.520 2.520 4.379 2.520 2.520 2.520 2.631 2.631 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520	0.00 0.00	0.00 0.00	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.02 0.01 0.01	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02	0.05 0.01 0.03 0.01 0.02 0.02 0.01 0.01 0.01 0.01 0.04 0.02 0.04 0.02 0.04 0.02 0.01 0.02 0.02	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.72 0.19 0.12 0.19 0.12 0.14 0.16 0.30 0.15 0.11 0.68 0.18 0.18 0.11 0.10 0.12 0.06 0.15	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39 0.39 0.39 0.30 1.81 0.47 0.29 0.30 1.81 0.47 0.29 0.28 0.32 0.32 0.17 0.39	0.66 0.12 0.72 0.19 0.12 0.14 0.15 0.15 0.20 0.15 0.23 0.15 0.16 0.23 0.15 0.16 0.23 0.15 0.16 0.08 0.20	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15 0.15 0.15 0.15 0.11 0.68 0.18 0.18 0.11 0.10 0.12 0.06 0.15	0.00 0.08 0.45 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.12 0.00 0.00 0.00 0.00 0.12 0.00
Crane	0.18 0.17 0.17 0.17 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42	2.5 2.5 4.34 2.5 2.5 3.64 2.61 2.5 2.5 2.5 2.5 4.34 2.5 3.64 2.5 3.64 2.5 2.5 2.5 2.5 4.34 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5		4667 4667 7000 7000 4667 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >	0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.008 1.009 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.431 0.431 0.195 0.185 0.185 0.185 0.176 0.175 0.175 0.175 0.431 0.431 0.431 0.175 0.195	2.520 2.520 4.379 2.520 2.520 2.631 2.631 2.520 2.520 2.520 2.520 2.520 2.520 2.520 3.669 3.669 3.669 3.669 3.669	0.00 0.00	0.00 0.00	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.02 0.02 0.02	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.04 0.01 0.03	0.05 0.01 0.03 0.01 0.02 0.02 0.01 <b>NECTION</b> <b>NECTION</b> <b>0.01</b> 0.04 0.01 0.02 0.01 0.01 0.02 0.01 0.02 0.01	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00	0.00 0.00	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30 0.15 0.11 0.68 0.18 0.11 0.10 0.12 0.06 0.15	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39 0.39 0.39 0.39 0.30 1.81 0.47 0.29 0.28 0.32 0.17 0.39	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.15 0.20 0.15 0.20 0.23 0.15 0.14 0.68 0.20	0.33 0.06 0.09 0.09 0.07 0.08 0.15 0.15 0.15 0.18 0.18 0.18 0.18 0.11 0.10 0.12 0.06 0.15 0.11 0.06 0.018	0.00 0.07 0.07 0.07 0.07 0.07 0.04 0.00
Crane Crane Crane Crane Crane Aerial Lift Aerial Lift Aerial Lift Borklift (rough) IIIISELECTICIAIIInstallatio Crane Cra	0.18 0.17 0.17 0.17 0.42 0.42 0.42 0.42 0.42 0.18 0.18 0.18 0.17 0.17 0.17 0.17 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42	2.5 2.5 3.64 2.5 3.64 2.61 2.5 2.5 2.5 2.5 4.34 2.5 2.5 3.64 3.64 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5		4667 4667 7000 7000 4667 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >	0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.009 1.009 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.431 0.431 0.431 0.195 0.431 0.195 0.185 0.185 0.176 0.175 0.175 0.175 0.431 0.431 0.431 0.431 0.431 0.175 0.195	2.520 2.520 2.520 2.520 2.520 2.520 2.631 2.631 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520	0.00 0.00	0.00 0.00	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.01 0.01 0.01	0.12 0.02 0.03 0.02 0.04 0.05 0.03 0.03 0.02 0.07 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.04 0.03	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.01 <b>X 2533</b> <b>X 30</b> 0.01 0.01 0.04 0.02 0.01 0.02 0.02 0.01 0.02 0.02 0.01 1.002 0.02 0.	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0		0.66 0.12 0.72 0.12 0.14 0.16 0.15 0.15 0.15 0.11 0.15 0.18 0.18 0.18 0.18 0.10 0.15 0.12 0.15 0.15 0.15 0.12 0.15 0.12	1.64 0.30 1.81 0.47 0.29 0.35 0.40 0.39 0.30 1.81 0.47 0.29 0.39 0.30 1.81 0.47 0.29 0.28 0.32 0.17 0.39	0.66 0.12 0.72 0.19 0.12 0.14 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15	0.33 0.06 0.36 0.09 0.06 0.07 0.08 0.15 0.15 0.15 0.11 0.10 0.12 0.06 0.15 0.15 0.11 0.10 0.15 0.06 0.06 0.06 0.05 0.06 0.05 0	0.00 0.00
Crane Crane Crane Crane Crane Aerial Lift Aerial Lift Forklift (rough) IIIB/ElectricalIInstallatid MelectricalIInstallatid Grane Crane Crane Crane Crane Crane Crane Crane Forklift Crane Forklift (rough) V:MMajor.Equipment:(fre Crane Crane Reler Crane Reler Crane Reler Reler Reler Reler Reler Reler Crane Reler Rele Rele	0.18 0.17 0.17 0.42 0.42 0.19 0.18 0.18 0.18 0.18 0.18 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17	2.5 2.5 3.64 2.61 2.5 2.5 2.5 2.5 3.64 2.5 2.5 3.64 2.5 2.5 3.64 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5		4667 4667 7000 7000 4667 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >	0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027	0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027 1.027	1.008 1.008 1.009 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.431 0.431 0.195 0.431 0.195 0.185 0.185 0.175 0.175 0.175 0.175 0.431 0.175 0.431 0.175 0.175 0.175 0.175	2.520 2.520 4.379 2.520 2.520 3.669 2.631 2.520	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.01 0.01 0.01	0.12 0.02 0.07 0.03 0.02 0.04 0.05 0.03 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.04 0.01 0.04 0.01 0.01 0.01	0.05 0.01 0.03 0.01 0.02 0.02 0.01 0.02 0.01 0.01 0.01	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01 0.00 0.01 0.00 0.01 0.00 0.01 0.00 0.01 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.66 0.12 0.79 0.12 0.14 0.16 0.30 0.16 0.11 0.10 0.12 0.11 0.10 0.12 0.06 0.12 0.06 0.06 0.06 0.00	1.64 0.30 1.81 0.47 0.29 0.35 0.39 0.39 0.39 0.39 0.30 1.81 0.47 0.29 0.30 0.30 0.30 0.30 0.30 0.30 0.30 0.3	0.66 0.12 0.72 0.79 0.19 0.12 0.14 0.15 0.15 0.15 0.16 0.20 0.23 0.15 0.14 0.23 0.14 0.16 0.23 0.14 0.16 0.23 0.23 0.12 0.14 0.12 0.23 0.23 0.23 0.23 0.28 0.28 0.23 0.23	0.33 0.06 0.36 0.09 0.07 0.08 0.15 0.15 0.15 0.11 0.11 0.11 0.11 0.11	0.00 0.00
Crane Forklift (rough) W1M05rtEquipment*(he Crane Crane Crane Forklift (rough)	0.18 0.18 0.17 0.17 0.17 0.42 0.19 0.18 0.18 0.18 0.18 0.18 0.18 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17	2.5 2.5 3.64 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 3.64 2.5 2.5 2.5 2.5 2.61 2.5 2.5 2.5 2.61 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5		4667 4667 7000 7000 4667 4667 4667 4667	>1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >1 >	0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027 0.027	0.008 0.008 0.009 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008 0.008	1.027 1.027	1.008 1.008 1.009 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008 1.008	0.185 0.185 0.176 0.175 0.175 0.431 0.431 0.195 0.195 0.185 0.185 0.185 0.175 0.175 0.175 0.175 0.175 0.195	2.520 2.520 4.379 2.520 2.520 2.520 2.631 2.631 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520 2.520	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00	0.05 0.01 0.03 0.01 0.02 0.02 0.02 0.02 0.02 0.01 0.01	0.12 0.02 0.07 0.03 0.04 0.05 0.03 0.03 0.03 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.03 0.02 0.04 0.05 0.03 0.02 0.04 0.05 0.05 0.05 0.05 0.05 0.05 0.05	0.05 0.01 0.03 0.01 0.02 0.02 0.01 0.02 0.01 0.01 0.01	0.02 0.00 0.01 0.01 0.01 0.01 0.01 0.01	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00	0.66 0.12 0.72 0.19 0.12 0.14 0.16 0.30 0.15 0.11 0.15 0.11 0.15 0.11 0.15 0.11 0.12 0.06 0.12 0.06 0.07 0.00	1.64 0.30 1.81 0.47 0.29 0.35 0.30 0.39 0.30 0.39 0.30 1.81 0.47 0.29 0.28 0.32 0.17 0.29 0.28 0.32 0.17 0.32 0.17 0.20 0.17	0.66 0.12 0.72 0.79 0.19 0.12 0.14 0.15 0.15 0.20 0.15 0.20 0.15 0.20 0.15 0.20 0.23 0.20	0.33 0.06 0.36 0.09 0.09 0.07 0.08 0.15 0.15 0.15 0.15 0.15 0.11 0.68 0.18 0.18 0.11 0.06 0.12 0.06 0.15 0.09 0.05 0.05 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.10 0.09 0.09 0.09 0.09 0.09 0.15 0.10 0.09 0.09 0.09 0.09 0.15 0.15 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.00 0.00 0.00 0.00 0.00 0.03 0.00 0.00 0.00 0.00 0.03 0.00	0.00 0.00

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Equipment .	SEE	Engine Technology	්රික්) පිල්ලාලයෝ	Equipment Norsepower	(Rue)	(EGT) Operating	CONDE COD COD COD	Tablency References	Yeari		Yeare		Year8		YearA		Verr6		Yeare		Varit	2
uyya		00000	. 0	նթ		୍ର ଲିନ୍ତ	Related	A CELEBORIE	Operation %	Hours	Operation %	Hours	Operation %	Hours	Operation%	Hours	Operation %	Hours	Operation%	Hours	Operation%	Hours
V. Construction & Site	Support					No.		<b>Baran Kaling</b>								<b>港港市</b>						
Crane	2270002045	Т3	2	160 Hp	Diesel	11,968	0%	C	0%	0	5%	0	15%	0	20%	0	20%	0	20%	0	20%	0
Aerial Lift	2270003010	T3	3	74 Hp	Diesel	8,976	0%	0	0%	0	5%	0	15%	0	20%	0	20%	0	20%	0	20%	0
Generator Set	2270006005	T2	1	600 Hp	Diesel	1,197	0%	0	0%	0	5%	0	15%	0	25%	0	20%	0	20%	0	15%	0
Welder	2270006025			<50 Hp	Diesel		0%	0		0		0		0		0		0		0		0
Air Compressor	2270006015			<50 Hp	Diesel		0%	C		0		0		0		0		0		0		0
Portable Lighting				<50 Hp	Diesel		0%	C		0		0		0		0		0		0		0
VI. Final Restoration			See. 2 3. 189																		Restaura	
Crawler Tractors	2270002069	T3	3	410 Hp	Diesel	2,534	10%	253	0%	0	0%	0	0%	0	0%	0	0%	0	20%	51	80%	203
Crawler Tractors	2270002069	T3	3	235 Hp	Diesel	2,534	10%	253	0%	0	0%	0	0%	0	0%	0	0%	0	20%	51	80%	203
Excavator	2270002036	T3	1	148 Hp	Diesel	704	10%	70	0%	0	0%	0	0%	0	0%	0	0%	0	20%	14	80%	56
Dumper/Tener	2270002078	T3	6	400 Hp	Diesel	4,224	10%	422	0%	0	0%	0	0%	0	0%	0	0%	0	20%	84	80%	338
Grader	2270002048	T3	2	259 Hp	Diesel	1,690	10%	169	0%	0	0%	0	0%	0	0%	0	0%	0	20%	34	80%	135
Surfacing	2270002024	T3	3	156 Hp	Diesel	2,534	10%	253	0%	0	0%	0	0%	0	0%	0	0%	0	20%	51	80%	203
Forklift (rough)	2270002057	T3	2	115 Hp	Diesel	845	10%	84	0%	0	0%	0	0%	0	0%	0	0%	D	20%	17	80%	68

#### NOTES:

Note 1: Equipment type and SCC code based on Appendix A of "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling", April 2004, EPA-420-P-04-005.

Note 2: Zero hour steady state emission factors (EFss; g/np-hr) are from NMIM/NONROAD08a model factors dated April 5, 2009.

Note 3: Load factor is set to one since the S&L estimates of operating hours includes the estimated "effective operating time" which takes into account idling and partial load operation.

Note 4: Median life is taken from Table 1 of "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling", April 2004, EPA-420-P-04-005.

EFss from NMIM/NONROAD08 have transient adjustment factors (TAF) built in.

Note 5: Age factor and Deterioration factors calculated using Equation 4 from "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling - Compression-Ignition", April 2004, EPA-420-P-04-008, Age Factor = LF \* cumulative hours / median life (where Age factor is capped at 1. For this calculation, age factor is assumed to be 1 for simplification purposes).

Deterioration Factor = 1 + ( A \* Age Factor\*b), where b = 1 for diesel engines and A is taken from Table A4 from source

Note 6: Adjusted Emission Factors for HC and NOx are calculated using Equation 1 from, "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling - Compression-Ignition", April 2004, EPA-420-P-04-009. Adjusted EF = Efas \* TAF \* DF (as stated in Note 2, EFas have TAFs built in)

Note 7: Annual VOC Emissions are calculated using the following calculation (1.053 \* Adj, HC emission factor (g/tip-hr) \* horsepower \* hours operated \* load factor) / (2000 lb/ton \* 453.6 g/b)

1.053 is the ratio of VOC to HC from "Conversion Factors for Hydrocarbon Components", December 2005, EPA-420-P-05-015.

Annual NOx Emissions are calculated using the following calculation (Adj. NOx emission factor (g/hp-hr)\* horsepower\* hours operated\* load factor) / (2000 lb/ton\* 453.6 g/lb)

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	Criteria	Pollutants		Median	1343	1	1.4.14	Deterio	oration	Adjus	ted EF			<b>R</b> and of	(*ry		En	ilssions	(tons) <sup>7</sup>	×:58	<b>WARE</b>			in the second	1 o %
Type	EFss (g	j/hp-hr) <sup>2</sup>	ලංකා -	uido.	Age	"A	р0, с С	ଣିଣ୍ଡ	for 2	g/hp)	-hr) <sup>6</sup>			6 ·	HC				K a	1 2 2		NOx		<b>W</b>	- <b>1</b> 79
	HC HC	NOx	Factor 3	Hours	Factor <sup>5</sup>	HC	NOx	HC	NOx	HC* .	NOx	Year 1	Year 2	Year 3	Year 4	Year 5	Year,6	Year 7	Year 1	Year 2	Year/3	Year 4	Year 5	Year.6	Year 7
V. Construction & Site				Phone S		35 C.38	24%的20			8	Sidd and a second state			教養 主	(					ser to					5000 TA
Crane	0.18	2.5	1	4667	>1	0.027	0.008	1.027	1.008	0.185	2.520	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Aerial Lift	0.42	3.64	1	4667	>1	0.027	0.008	1.027	1.008	0.431	3.669	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	_0.00	0.00
Generator Set	0.17	4.1	1	7000	>1	0.034	0.009	1.034	1.009	0.176	4.137	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Welder	0	0	1	0	>1	0	0	1.000	1.000	0.000	0.000														
Air Compressor	0	0	1	0	> 1	0	0	1.000	_1.000	0.000	0.000														
Portable Lighting	0	0	1	0	>1	0	0	1.000	1.000	0.000	0.000														
VI. Final Restoration		電気調査				教育研究					VEC A sideore														
Crawler Tractors	0.17	2.61	1	7000	> 1	0.027	0.008	1.027	1.008	0.175	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.06	0.24
Crawler Tractors	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2,631	0,00	0.00	0.00	0.00	0.00	0,00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.14
Excavator	0.19	2.61	1	4667	> 1	0,027	0.008	1.027	1,008	0,195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0,00	0.01	0.02
Dumper/Tener	0.38	3.03	1	7000	>1	0.027	0.008	1.027	1.008	0.390	3.054	0.00	0.00	0.00	0.00	0.00	0.01	0.06	0.00	0.00	0.00	0.00	0.00	0.11	0.46
Grader	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.10
Surfacing	0.19	2.61	1	4667	>1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.09
Forklift (rough)	0.19	2.61	1	4667	> 1	0.027	0.008	1.027	1.008	0.195	2.631	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02

0.0

0.3 1.1 2.0 0.9 0.3 0.3 0.1 4.1 15.8 29.3 13.2 4.6 3.4

#### NOTES:

Note 1: Equipment type and SCC code based on Appendix A of "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling", April 2004, EPA-420-P-04-005,

Note 2: Zero hour steady state emission factors (EFss; g/hp-hr) are from NMIM/NONROAD08a model factors dated April 5, 2009.

Note 3: Load factor is set to one since the S&L estimates of operating hours includes the estimated "effective operating time" which takes into account idling and partial load operation.

Note 4: Median life is taken from Table 1 of "Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling", April 2004, EPA-420-P-04-005,

EFss from NMIM/NONROAD08 have transient adjustment factors (TAF) built in.

Note 5: Age factor and Deterioration factors calculated using Equation 4 from "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling - Compression-Ignition", April 2004, EPA-420-P-04-009. Age Factor = LF \* cumulative hours / median life (where Age factor is capped at 1. For this calculation, age factor is assumed to be 1 for simplification purposes). Deterioration Factor = 1 + (A \* Age Factor\*), where be 1 for diseal engines and A is taken from Table A4 from source

Note 6: Adjusted Emission Factors for HC and NOx are calculated using Equation 1 from, "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling - Compression-Ignition", April 2004, EPA-420-P-04-009. Adjusted EF = Efss \* TAF \* DF (as stated in Note 2, EFss have TAFs built in)

Note 7: Annual VOC Emissions are calculated using the following calculation (1.053 \* Adj. HC emission factor (g/hp-hr) \* horsepower \* hours operated \* load factor) / (2000 lb/ton \* 453.6 g/lb)

1.053 is the ratio of VOC to HC from "Conversion Factors for Hydrocarbon Components", December 2005, EPA-420-P-05-015.

Annual NOx Emissions are calculated using the following calculation (Adj. NOx emission factor (g/hp-hr)\* horsepower \* hours operated \* load factor) / (2000 lb/ton \* 453.6 g/b)

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Bell Bend Construction Corr	nmuter Emissions Year 1				
Average Workforce	150		tons/running	tons/startups	tons/Year 1
Average Vehicles	115	VOC	0.14	0.17	0.31
Average Travel (mi)	50 (Miles Round Trip)	NOX	0.92	0.08	1.00
Daily VMT=	5750				

			Average				VOC Emission	NOx Emission	Daily VOC	Daily NOx
			Speed	Distance	Percent of	VMT	Factor	Factor	Emissions	Emissions
<u>Roadway</u>	From	<u>To</u>	<u>(mph)</u>	(miles)	<u>Traffic</u>	(veh-miles)	(gram/veh-mi)	(gram/veh-mi)	(tons/Yr)	(tons/Yr)
Plant Entrance	Rt 11	Parking Area	15	1.4	100	322	0.1817	0.7993	0.0185	0.0814
Rt 11 N	Plant Entrance	Rt 239	50	8.4	47.7	922	0.0926	0.6339	0.0270	0.1847
Rt 11 N	Rt 239	Rt 81	50	15.2	42	1468	0.0926	0.6339	0.0430	0.2942
Rt 239	Rt 11	To the NW	30	15.2	5.7	199	0.12	0.6419	0.0076	0.0404
Rt 11 S	Plant Entrance	Rt 93	50	5.6	52.3	674	0.0926	0.6339	0.0197	0.1350
Rt 11 S**	Rt 93	Rt 80	50	7.9	30.4	552	0	0	0.0000	0.0000
Rt 93	Rt 11	Rt 80	40	12.6	21.9	635	0.1024	0.6316	0.0205	0.1267
Rt 80	Rt 93	To the East	65	5.4	21.9	272	0.0919	0.6588	0.0079	0.0566
Rt 80**	Rt 11	To the West	65	10.1	30.4	706	0	0	0.0000	0.0000
Total						5750			0.144	0.919

Emissions from	7-8AM	4-5PM	Mid-1AM			Startup	Startup
ctartune	EF (grams/	EF (grams/	EF (grams/	Avg EF (grams/	Vehicle Starts	Emissions/Day	Emissions/Day
startups	Vehicle-Start)	Vehicle-Start)	Vehicle-Start)	Vehicle-Start)	per Day	(Grams/Day)	(Tons/year)
VOC	3.907	2.667	3.574	3.047	115	526	0.166
NOX	1.601	1.438	1.565	1.491	115	257	0.081

Bell Bend Construction Con	nmuter Emissions	Year 2				
Average Workforce	550			tons/running	tons/startups	tons/Year 2
Average Vehicles	423		VOC	0.53	0.61	1.14
Average Travel (mi)	50 (Miles Round T	rip)	NOX	3.38	0.30	3.68
Daily VMT=	21150					

			Average				VOC Emission	NOx Emission	Daily VOC	Daily NOx
			Speed	Distance	Percent of	VMT	Factor	Factor	Emissions	Emissions
<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>(mph)</u>	<u>(miles)</u>	<u>Traffic</u>	(veh-miles)	(gram/veh-mi)	(gram/veh-mi)	(tons/Yr)	(tons/Yr)
Plant Entrance	Rt 11	Parking Area	15	1.4	100	1184	0.1817	0.7993	0.0680	0.2993
Rt 11 N	Plant Entrance	Rt 239	50	8.4	47.7	3390	0.0926	0.6339	0.0992	0.6793
Rt 11 N	Rt 239	Rt 81	50	15.2	42	5401	0.0926	0.6339	0.1581	1.0823
Rt 239	Rt 11	To the NW	30	15.2	5.7	733	0.12	0.6419	0.0278	0.1487
Rt 11 S	Plant Entrance	Rt 93	50	5.6	52.3	2478	0.0926	0.6339	0.0725	0.4965
Rt 11 S**	Rt 93	Rt 80	50	7.9	30.4	2032	0	0	0.0000	0.0000
Rt 93	Rt 11	Rt 80	40	12.6	21.9	2334	0.1024	0.6316	0.0756	0.4661
Rt 80	Rt 93	To the East	65	5.4	21.9	1000	0.0919	0.6588	0.0291	0.2084
Rt 80**	Rt 11	To the West	65	10.1	30.4	2598	0	0	0.0000	0.0000
Total						21150,			0.530	3.381

\*\* Outside SWB Maintenance Area - Emissions set to zero for this analysis

Emissions from startups	7-8AM EF (grams/ Vehicle-Start)	4-5PM EF (grams/ Vehicle-Start)	Mid-1AM EF (grams/ Vehicle-Start)	Avg EF (grams/ Vehicle-Start)	Vehicle Starts per Day	Startup Emissions/Day (Grams/Day)	Startup Emissions/Day (Tons/year)
VOC	3.907	2.667	3.574	3.047	423	1933	0.611
NOX	1.601	1.438	1.565	1.491	423	946	0.299

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Bell Bend Construction Co	mmuter Emissions Year 3				
Average Workforce	1950		tons/running	tons/startups	tons/Year 3
Average Vehicles	1500	VOC	1.65	1.44	3.10
Average Travel (mi)	50 (Miles Round Trip)	NOX	10.66	0.71	11.37
Daily VMT=	75000				

			Average				VOC Emission	NOx Emission	Daily VOC	Daily NOx
			Speed	Distance	Percent of	VMT	Factor	Factor	Emissions	Emissions
<u>Roadway</u>	From	<u>To</u>	<u>(mph)</u>	(miles)	<u>Traffic</u>	(veh-miles)	(gram/veh-mi)	(gram/veh-mi)	<u>(tons/Yr)</u>	(tons/Yr)
Plant Entrance	Rt 11	Parking Area	15	1.4	100	4200	0.1574	0.7122	0.2090	0.9456
Rt 11 N	Plant Entrance	Rt 239	50	8.4	47.7	12020	0.0816	0.5637	0.3101	2.1420
Rt 11 N	Rt 239	Rt 81	50	15.2	42	19152	0.0816	0.5637	0.4940	3.4128
Rt 239	Rt 11	To the NW	30	15.2	5.7	2599	0.1049	0.5708	0.0862	0.4690
Rt 11 S	Plant Entrance	Rt 93	50	5.6	52.3	8786	0.0816	0.5637	0.2266	1.5657
Rt 11 S**	Rt 93	Rt 80	50	7.9	30.4	7205	0	0	0.0000	0.0000
Rt 93	Rt 11	Rt 80	40	12.6	21.9	8278	0.0899	0.5616	0.2353	1.4697
Rt 80	Rt 93	To the East	65	5.4	21.9	3548	0.0819	0.5872	0.0919	0.6586
Rt 80**	Rt 11	To the West	65	10.1	30.4	9211	0	0	0.0000	0.0000
Total						75000			1.653	10.663

Emissions from startups	7-8AM EF (grams/ Vehicle-Start)	4-5PM EF (grams/ Vehicle-Start)	Mid-1AM EF (grams/ Vehicle-Start)	Avg EF (grams/ Vehicle-Start)	Vehicle Starts per Day	Startup Emissions/Day (Grams/Day)	Startup Emissions/Day (Tons/year)
VOC	3.907	2.667	3.574	3.047	1500	4570	1.445
NOX	1.601	1.438	1.565	1.491	1500	2236	0.707

Bell Bend Construction C	ommuter Emissions Year 4					
Average Workforce	3950		tons/running	tons/startups	tons/Year 4	
Average Vehicles	3039	VOC	3.35	1.44	4.79	
Average Travel (mi)	50 (Miles Round Trip)	NOX	21.60	0.71	22.31	
Daily VMT=	151950					

			Average				VOC Emission	NOx Emission	Daily VOC	Daily NOx
			Speed	Distance	Percent of	VMT	Factor	Factor	Emissions	Emissions
<u>Roadway</u>	From	<u>To</u>	<u>(mph)</u>	(miles)	<u>Traffic</u>	(veh-miles)	(gram/veh-mi)	(gram/veh-mi)	(tons/Yr)	(tons/Yr)
Plant Entrance	Rt 11	Parking Area	15	1.4	100	8509	0.1574	0.7122	0.4234	1.9158
Rt 11 N	Plant Entrance	Rt 239	50	8.4	47.7	24353	0.0816	0.5637	0.6282	4.3397
Rt 11 N	Rt 239	Rt 81	50	15.2	42	38802	0.0816	0.5637	1.0009	6.9144
Rt 239	Rt 11	To the NW	30	15.2	5.7	5266	0.1049	0.5708	0.1746	0.9502
Rt 11 S	Plant Entrance	Rt 93	50	5.6	52.3	17801	0.0816	0.5637	0.4592	3.1721
Rt 11 S**	Rt 93	Rt 80	50	7.9	30.4	14597	0	0	0.0000	0.0000
Rt 93	Rt 11	Rt 80	40	12.6	21.9	16772	0.0899	0.5616	0.4766	2.9775
Rt 80	Rt 93	To the East	65	5.4	21.9	7188	0.0819	0.5872	0.1861	1.3343
Rt 80**	Rt 11	To the West	65	10.1	30.4	18662	0	0	0.0000	0.0000
Total						151950			3.349	21.604

Emissions from startups	7-8AM EF (grams/ Vehicle-Start)	4-5PM EF (grams/ Vehicle-Start)	Mid-1AM EF (grams/ Vehicle-Start)	Avg EF (grams/ Vehicle-Start)	Vehicle Starts per Day	Startup Emissions/Day (Grams/Day)	Startup Emissions/Day (Tons/year)
VOC	3.907	2.667	3.574	3.047	1500	4570	1.445
NOX	1.601	1.438	1.565	1.491	1500	2236	0.707

Bell Bend Construction Co	mmuter Emissions Year	r 5	8		
Average Workforce	3950		tons/running	tons/startups	tons/Year 5
Average Vehicles	3039	VOC	3.35	1.44	4.79
Average Travel (mi)	50 (Miles Round Trip)	NOX	21.60	0.71	22.31
Daily VMT=	151950				

			Average				VOC Emission	NOx Emission	Daily VOC	Daily NOx
			Speed	Distance	Percent of	VMT	Factor	Factor	Emissions	Emissions
<u>Roadway</u>	From	<u>To</u>	<u>(mph)</u>	(miles)	<u>Traffic</u>	(veh-miles)	(gram/veh-mi)	(gram/veh-mi)	(tons/Yr)	(tons/Yr)
Plant Entrance	Rt 11	Parking Area	15	1.4	100	8509	0.1574	0.7122	0.4234	1.9158
Rt 11 N	Plant Entrance	Rt 239	50	8.4	47.7	24353	0.0816	0.5637	0.6282	4.3397
Rt 11 N	Rt 239	Rt 81	50	15.2	42	38802	0.0816	0.5637	1.0009	6.9144
Rt 239	Rt 11	To the NW	30	15.2	5.7	5266	0.1049	0.5708	0.1746	0.9502
Rt 11 S	Plant Entrance	Rt 93	50	5.6	52.3	17801	0.0816	0.5637	0.4592	3.1721
Rt 11 S**	Rt 93	Rt 80	50	7.9	30.4	14597	0	0	0.0000	0.0000
Rt 93	Rt 11	Rt 80	40	12.6	21.9	16772	0.0899	0.5616	0.4766	2.9775
Rt 80	Rt 93	To the East	65	5.4	21.9	7188	0.0819	0.5872	0.1861	1.3343
Rt 80**	Rt 11	To the West	65	10.1	30.4	18662	0	0	0.0000	0.0000
Total						151950			3.349	21.604

Emissions from	7-8AM	4-5PM	Mid-1AM			Startup	Startup
Emissions from	EF (grams/	EF (grams/	EF (grams/	Avg EF (grams/ Vehicle Starts		Emissions/Day	Emissions/Day
startups	Vehicle-Start)	Vehicle-Start)	Vehicle-Start)	Vehicle-Start)	per Day	(Grams/Day)	(Tons/year)
VOC	3.907	2.667	3.574	3.047	1500	4570	1.445
NOX	1.601	1.438	1.565	1.491	1500	2236	0.707

Bell Bend Construction Cor	nmuter Emissions Year 6				
Average Workforce	2000		tons/running	tons/startups	tons/Year 6
Average Vehicles	1538	VOC	1.69	1.48	3.18
Average Travel (mi)	50 (Miles Round Trip)	NOX	10.93	0.72	11.66
Daily VMT=	76900				

			Average				VOC Emission	NOx Emission	Daily VOC	Daily NOx
			Speed	Distance	Percent of	VМТ	Factor	Factor	Emissions	Emissions
Roadway	From	<u>To</u>	<u>(mph)</u>	(miles)	<u>Traffic</u>	(veh-miles)	(gram/veh-mi)	(gram/veh-mi)	(tons/Yr)	(tons/Yr)
Plant Entrance	Rt 11	Parking Area	15	1.4	100	4306	0.1574	0.7122	0.2143	0.9696
Rt 11 N	Plant Entrance	Rt 239	50	8.4	47.7	12325	0.0816	0.5637	0.3179	2.1963
Rt 11 N	Rt 239	Rt 81	50	15.2	42	19637	0.0816	0.5637	0.5066	3.4993
Rt 239	Rt 11	To the NW	30	15.2	5.7	2665	0.1049	0.5708	0.0884	0.4809
Rt 11 S	Plant Entrance	Rt 93	50	5.6	52.3	9009	0.0816	0.5637	0.2324	1.6054
Rt 11 S**	Rt 93	Rt 80	50	7.9	30.4	7387	0	0	0.0000	0.0000
Rt 93	Rt 11	Rt 80	40	12.6	21.9	8488	0.0899	0.5616	0.2412	1.5069
Rt 80	Rt 93	To the East	65	5.4	21.9	3638	0.0819	0.5872	0.0942	0.6753
Rt 80**	Rt 11	To the West	65	10.1	30.4	9445	0	0	0.0000	0.0000
Total						76900	•		1.695	10.934

Enviroinne fram	7-8AM	4-5PM	Mid-1AM			Startup	Startup
Emissions from	EF (grams/	EF (grams/	EF (grams/	Avg EF (grams/	Vehicle Starts	Emissions/Day	Emissions/Day
startups	Vehicle-Start)	Vehicle-Start)	Vehicle-Start)	Vehicle-Start)	per Day	(Grams/Day)	(Tons/year)
VOC	3.907	2.667	3.574	3.047	1538	4686	1.481
NOX	1.601	1.438	1.565	1.491	1538	2293	0.725

Bell Bend Construction Co	ommuter Emissions	Year 7	
Average Workforce	400		
Average Vehicles	308		VC
Average Travel (mi)	50 (Miles Rou	nd Trip)	NO
Daily VMT=	15400		

	tons/running	tons/startups	tons/Year 7
VOC	0.34	0.30	0.64
NOX	2.19	0.15	2.33

			Average		_		VOC Emission	NOx Emission	Daily VOC	Daily NOx
			Speed	Distance	Percent of	VMT	Factor	Factor	Emissions	Emissions
<u>Roadway</u>	From	<u>To</u>	<u>(mph)</u>	(miles)	<u>Traffic</u>	(veh-miles)	(gram/veh-mi)	(gram/veh-mi)	(tons/Yr)	(tons/Yr)
Plant Entrance	Rt 11	Parking Area	15	1.4	100	862	0.1574	0.7122	0.0429	0.1942
Rt 11 N	Plant Entrance	Rt 239	50	8.4	47.7	2468	0.0816	0.5637	0.0637	0.4398
Rt 11 N	Rt 239	Rt 81	50	15.2	42	3933	0.0816	0.5637	0.1014	0.7008
Rt 239	Rt 11	To the NW	30	15.2	5.7	534	0.1049	0.5708	0.0177	0.0963
Rt 11 S	Plant Entrance	Rt 93	50	5.6	52.3	1804	0.0816	0.5637	0.0465	0.3215
Rt 11 S**	Rt 93	Rt 80	50	7.9	30.4	1479	0	0	0.0000	0.0000
Rt 93	Rt 11	Rt 80	40	12.6	21.9	1700	0.0899	0.5616	0.0483	0.3018
Rt 80	Rt 93	To the East	65	5.4	21.9	728	0.0819	0.5872	0.0189	0.1352
Rt 80**	Rt 11	To the West	65	10.1	30.4	1891	0	0	0.0000	0.0000
Total						15400			0.339	2.190

\*\* Outside SWB Maintenance Area - Emissions set to zero for this analysis

Emissions from	7-8AM	4-5PM	Mid-1AM			Startup	Startup
Emissions from	EF (grams/	EF (grams/	EF (grams/	Avg EF (grams/	Vehicle Starts	Emissions/Day	Emissions/Day
startups	Vehicle-Start)	Vehicle-Start)	Vehicle-Start)	Vehicle-Start)	per Day	(Grams/Day)	(Tons/year)
VOC	3.907	2.667	3.574	3.047	308	938	0.297
NOX	1.601	1.438	1.565	1.491	308	459	0.145

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# Table B-3 - Delivery Vehicle Emissions Years 1-7 Bell Bend Emissions From all Deliveries Year 1

	tons/running	tons/startups	tons/Year 1
voc	0.07	0.004	0.08
NOX	1.38	0.008	1.39

									SWB Ozone MA
	Year 1	Year 1	Avg Distance	VMT from SWB	VMT from Reading	VMT from Non-MA	Total VMT in SWB	EF (grams/	Annual Emissions
	Trips	VMT	Traveled (miles)	Ozone MA	Ozone MA	Ozone MA	Ozone MA	veh-mile)*	(tons/year)
VOC	3,465.75	173,287.4	50.00	77,979.3	13,863.0	0.0	91,842.3	0.72	0.073
NOX	3,465.75	173,287.4	50.00	77,979.3	13,863.0	0.0	91,842.3	13.63	1.380

						Startup	Startup
	4 AM EF	Noon EF	8 PM EF	Avg EF	Vehicle Starts	Emissions	Emissions
	(g/VehStart)	(g/VehStart)	(g/VehStart)	(g/VehStart)	per Year	(Grams/Year)	(Tons/year)
voc	1.252	1.027	1.038	1.042	3466	3611	0.004
NOX	2.603	1.923	1.958	1.969	3466	6826	0.008

# Table B-3 - Delivery Vehicle Emissions Years 1-7

Bell Bend Emissions From all Deliveries Year 2

	tons/running	tons/startups	tons/Year 2
VOC	1.34	0.073	1.41
NOX	25.37	0.138	25.51

[									SWB Ozone MA
	Year 2	Year 2	Avg Distance	VMT from SWB	VMT from Reading	VMT from Non-MA	Total VMT in SWB	EF (grams/	Annual Emissions
	Trips	VMT	Traveled (miles)	Ozone MA	Ozone MA	Ozone MA	Ozone MA	veh-mile)*	(tons/year)
voc	63,693.34	3,186,186.4	50.02	1,433,783.9	254,773.4	0.0	1,688,557.2	0.72	1.340
NOX	63,693.34	3,186,186.4	50.02	1,433,783.9	254,773.4	0.0	1,688,557.2	13.63	25.371

	4 AM EF (g/VehStart)	Noon EF (g/VehStart)	8 PM EF (g/VehStart)	Avg EF (g/VehStart)	Vehicle Starts per Year	Startup Emissions (Grams/Year)	Startup Emissions (Tons/vear)
voc	1.252	1.027	1.038	1.042	63693	66366	0.073
NOX	2.603	1.923	1.958	1.969	63693	125443	0.138

# Table B-3 - Delivery Vehicle Emissions Years 1-7 Bell Bend Emissions From all Deliveries Year 3

	tons/running	tons/startups	tons/Year 3
voc	1.43	0.083	1.51
NOX	27.01	0.156	27.17

									SWB Ozone MA
	Year 2	Year 2	Avg Distance	VMT from SWB	VMT from Reading	VMT from Non-MA	Total VMT in SWB	EF (grams/	Annual Emissions
	Trips	VMT	Traveled (miles)	Ozone MA	Ozone MA	Ozone MA	Ozone MA	veh-mile)*	(tons/year)
VOC	72,046.34	3,664,018.9	50.86	1,648,808.5	288,185.4	0.0	1,936,993.9	0.67	1.431
NOX	72,046.34	3,664,018.9	50.86	1,648,808.5	288,185.4	0.0	1,936,993.9	12.65	27.014

						Startup	Startup
	4 AM EF	Noon EF	8 PM EF	Avg EF	Vehicle Starts	Emissions	Emissions
-	(g/VehStart)	(g/VehStart)	(g/VehStart)	(g/VehStart)	per Year	(Grams/Year)	(Tons/year)
VOC	1.252	1.027	1.038	1.042	72046	75069	0.083
NOX	2.603	1.923	1.958	1.969	72046	141894	0.156

# Table B-3 - Delivery Vehicle Emissions Years 1-7

Bell Bend Emissions From all Deliveries Year 4

	tons/running	tons/startups	tons/Year 4	
VOC	0.42	0.022	0.44	
NOX	7.88	0.042	7.93	

									SWB Ozone MA
	Year 2	Year 2	Avg Distance	VMT from SWB	VMT from Reading	VMT from Non-MA	Total VMT in SWB	EF (grams/	Annual Emissions
	Trips	VMT	Traveled (miles)	Ozone MA	Ozone MA	Ozone MA	Ozone MA	veh-mile)*	(tons/year)
VOC	19,534.26	1,082,465.6	55.41	487,109.5	78,137.0	0.0	565,246.6	0.67	0.418
NOX	19,534.26	1,082,465.6	55.41	487,109.5	78,137.0	0.0	565,246.6	12.65	7.883

	4 AM EF (g/VehStart)	Noon EF (g/VehStart)	8 PM EF (g/VehStart)	Avg EF (g/VehStart)	Vehicle Starts per Year	Startup Emissions (Grams/Year)	Startup Emissions (Tons/year)
VOC	1.252	1.027	1.038	1.042	19534	20354	0.022
NOX	2.603	1.923	1.958	1.969	19534	38472	0.042

# Table B-3 - Delivery Vehicle Emissions Years 1-7 Bell Bend Emissions From all Deliveries Year 5

	tons/running	tons/startups	tons/Year 5
VOC	0.23	0.011	0.24
NOX	4.25	0.021	4.27

									SWB Ozone MA
	Year 2	Year 2	Avg Distance	VMT from SWB	VMT from Reading	VMT from Non-MA	Total VMT in SWB	EF (grams/	Annual Emissions
	Trips	VMT	Traveled (miles)	Ozone MA	Ozone MA	Ozone MA	Ozone MA	veh-mile)*	(tons/year)
VOC	9,899.25	588,672.8	59.47	264,902.8	39,597.0	0.0	304,499.8	0.67	0.225
NOX	9,899.25	588,672.8	59.47	264,902.8	39,597.0	0.0	304,499.8	12.65	4.247

\* Based on Avg of 40 MPH

						Startup	Startup
	4 AM EF	Noon EF	8 PM EF	Avg EF	Vehicle Starts	Emissions	Emissions
	(g/VehStart)	(g/VehStart)	(g/VehStart)	(g/VehStart)	per Year	(Grams/Year)	(Tons/year)
voc	1.252	1.027	1.038	1.042	9899	10314	0.011
NOX	2.603	1.923	1.958	1.969	9899	19496	0.021

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# Table B-3 - Delivery Vehicle Emissions Years 1-7

Bell Bend Emissions From all Deliveries Year 6

	tons/running	tons/startups	tons/Year 6	
VOC	0.13	0.007	0.13	
NOX	2.41	0.013	2.42	

									SWB Ozone MA
	Year 2	Year 2	Avg Distance	VMT from SWB	VMT from Reading	VMT from Non-MA	Total VMT in SWB	EF (grams/	Annual Emissions
	Trips	VMT	Traveled (miles)	Ozone MA	Ozone MA	Ozone MA	Ozone MA	veh-mile)*	(tons/year)
VOC	6,006.23	330,650.4	55.05	148,792.7	24,024.9	0.0	172,817.6	0.67	0.128
NOX	6,006.23	330,650.4	55.05	148,792.7	24,024.9	0.0	172,817.6	12.65	2.410

			:			Startup	Startup
	4 AM EF	Noon EF	8 PM EF	Avg EF	Vehicle Starts	Emissions	Emissions
	(g/VehStart)	(g/VehStart)	(g/VehStart)	(g/VehStart)	per Year	(Grams/Year)	(Tons/year)
VOC	1.252	1.027	1.038	1.042	6006	6258	0.007
NOX	2.603	1.923	1.958	1.969	6006	11829	0.013

## Table B-3 - Delivery Vehicle Emissions Years 1-7 Year 7

Bell Bend Emissions From all Deliveries

	tons/running	tons/startups	tons/Year 7
VOC	0.12	0.007	0.13
NOX	2.33	0.013	2.34

									SWB Ozone MA
	Year 2	Year 2	Avg Distance	VMT from SWB	VMT from Reading	VMT from Non-MA	Total VMT in SWB	EF (grams/	Annual Emissions
	Trips	VMT	Traveled (miles)	Ozone MA	Ozone MA	Ozone MA	Ozone MA	veh-mile)*	(tons/year)
VOC	5,989.13	318,132.2	53.12	143,159.5	23,956.5	0.0	167,116.0	0.67	0.123
NOX	5,989.13	318,132.2	53.12	143,159.5	23,956.5	0.0	167,116.0	12.65	2.331

						Startup	Startup
	4 AM EF	Noon EF	8 PM EF	Avg EF	Vehicle Starts	Emissions	Emissions
	(g/VehStart)	(g/VehStart)	(g/VehStart)	(g/VehStart)	per Year	(Grams/Year)	(Tons/year)
VOC	1.252	1.027	1.038	1.042	5989	6240	0.007
NOX	2.603	1.923	1.958	1.969	5989	11795	0.013
Year 1

Bell Bend On-Site On-road Vehicles

		Non-safety & Safety R	elated	Safety Related			
	tons/running	tons/startups	tons/Year 1	SR tons/running	SR tons/startups	SR tons/Year 1	
VOC	0.19	0.056	0.24	0.00	0.000	0.00	
NOX	1.36	0.263	1.62	0.00	0.000	0.00	

		Annuai	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
F250/F650	7531	753	6778	9.398	0.922	50.909	5.817	0.11	0.69
Mack MP6	3452	345	3107	10.638	1.393	71.011	12.370	0.08	0.66
Total								0.19	1.36

	No. of	Annual No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
F250/F650	21	90338	0.346	1.629	0.034	0.162
Mack MP6	13	55923	0.346	1.629	0.021	0.100
Total					0.056	0.263

\* Number of Starts Per Day Per Vehicle (All Veh Types) = 15

### SAFETY RELATED CONCRETE TRUCK

		Annual	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
Mack MP6	0	0	0	10.638	1.393	71.011	12.370	0.00	0.00

		Annual				
	No. of	No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
Mack MP6	0	0	0.346	1.629	0.000	0.000

Bell Bend On-Site On-road Vehicles

Year 2

		Non-safety & Safety R	elated	Safety Related			
	tons/running tons/startups		tons/Year 2	SR tons/running SR tons/startups		s SR tons/Year 2	
VOC	0.41	0.156	0.57	0.07	0.041	0.11	
NOX	3.11	0.734	3.84	0.60	0.193	0.80	

	Annual Operation	Annual Idle Hours of Operation (10%)	Annual Running Hours of Operation (90%)	Idle VOC EF (gram/ven-hr)	Run VOC EF (gram/veh-hr)	Idle NOx EF (gram/veh-hr)	Run NOx EF (gram/veh-hr)	Annual VOC (Tons/Year)	Annual NOx (Tons/Year)
F250/F650	13157	1316	11841	9.398	0.922	50.909	5.817	0.19	1.21
Mack MP6	9867	987	8880	10.638	1.393	71.011	12.370	0.22	1.89
Total								0.41	3.11

	No. of	Annual No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
F250/F650	52	223693	0.346	1.629	0.085	0.402
Mack MP6	43	184977	0.346	1.629	0.071	0.332
Total					0.156	0.734

\* Number of Starts Per Day Per Vehicle (All Veh Types) = 15

### SAFETY RELATED CONCRETE TRUCK

		Annual	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
Mack MP6	3136.7	313.67	2823.03	10.638	1.393	71.011	12.370	0.07	0.60

		Annual				
	No. of	No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
Mack MP6	25	107545	0.346	1.629	0.041	0.193

Year 3

Bell Bend On-Site On-road Vehicles

		Non-safety & Safety R	elated	Safety Related			
	tons/running tons/startu		tons/Year 3	SR tons/running	SR tons/startups	SR tons/Year 3	
VOC	0.68	0.180	0.86	0.09	0.041	0.13	
NOX	4.84	0.850	5.69	0.75	0.193	0.94	

		Annual	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
F250/F650	29660	2966	26694	9.398	0.922	50.909	5.817	0.44	2.73
Mack MP6	10966	1097	9869	10.638	1.393	71.011	12.370	0.24	2.10
Total								0.68	4.84

	No. of	Annual No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
F250/F650	67	288220	0.346	1.629	0.110	0.518
Mack MP6	43	184977	0.346	1.629	0.071	0.332
Total					0.180	0.850

\* Number of Starts Per Day Per Vehicle (All Veh Types) = 15

### SAFETY RELATED CONCRETE TRUCK

		Annual	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
Mack MP6	3913.3	391.33	3521.97	10.638	1.393	71.011	12.370	0.09	0.75

		Annual				
	No. of	No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
Mack MP6	25	107545	0.346	1.629	0.041	0.193

Bell Bend On-Site On-road Vehicles

Year 4

		Non-safety & Safety R	elated	Safety Related				
	tons/running tons/startups tons/Year 4			SR tons/running SR tons/startups SR tons/Yea				
VOC	0.66	0.130	0.79	0.07	0.016	0.09		
NOX	4.55 0.610		5.16	0.60	0.077	0.68		

		Annual	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
F250/F650	32545	3255	29291	9.398	0.922	50.909	5.817	0.48	3.00
Mack MP6	8059	806	7253	10.638	1.393	71.011	12.370	0.18	1.55
Total								0.66	4.55

	No. of	Annual No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
F250/F650	63	271013	0.346	1.629	0.103	0.487
Mack MP6	16	68829	0.346	1.629	0.026	0.124
Total					0.130	0.610

\* Number of Starts Per Day Per Vehicle (All Veh Types) = 15

## SAFETY RELATED CONCRETE TRUCK

		Annual	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
Mack MP6	3136.5	313.65	2822.85	10.638	1.393	71.011	12.370	0.07	0.60

		Annual				
	No. of	No of Starts*	VOC EF	NOx EF	Annual VOC	Annuai NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
Mack MP6	10	43018	0.346	1.629	0.016	0.077

Year 5

Bell Bend On-Site On-road Vehicles

		Non-safety & Safety R	elated	Safety Related			
	tons/running	tons/startups	SR tons/running	SR tons/startups	SR tons/Year 5		
VOC	0.46	0.115	0.58	0.05	0.016	0.06	
NOX	3.20	0.541	3.74	0.40	0.077	0.48	

		Annual	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
F250/F650	23522	2352	21170	9.398	0.922	50.909	5.817	0.35	2.17
Mack MP6	5372	537	4835	10.638	1.393	71.011	12.370	0.12	1.03
Total								0.46	3.20

	No. of	Annual No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
F250/F650	54	232296	0.346	1.629	0.089	0.417
Mack MP6	16	68829	0.346	1.629	0.026	0.124
Total					0.115	0.541

\* Number of Starts Per Day Per Vehicle (All Veh Types) = 15

#### SAFETY RELATED CONCRETE TRUCK

		Annual	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
Mack MP6	2091	209.1	1881.9	10.638	1.393	71.011	12.370	0.05	0.40

i		Annual				
	No. of	No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
Mack MP6	10	43018	0.346	1.629	0.016	0.077

Bell Bend On-Site On-road Vehicles Year 6

	Non-safety & Safety Related			Safety Related		
	tons/running	tons/startups	tons/Year 6	SR tons/running	SR tons/startups	SR tons/Year 6
VOC	0.15	0.087	0.24	0.01	0.016	0.03
NOX	1.00	0.409	1.41	0.10	0.077	0.18

	Annual Operation	Annual Idle Hours of Operation (10%)	Annual Running Hours of Operation (90%)	ldie VOC EF (gram/veh-hr)	Run VOC EF (gram/veh-hr)	Idle NOx EF (gram/veh-hr)	Run NOx EF (gram/veh-hr)	Annual VOC (Tons/Year)	Annual NOx (Tons/Year)
F250/F650	8573	857	7716	9.398	0.922	50.909	5.817	0.13	0.79
Mack MP6	1073	107	966	10.638	1.393	71.011	12.370	0.02	0.21
Total								0.15	1.00

	No. of	Annual No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
F250/F650	43	184977	0.346	1.629	0.071	0.332
Mack MP6	10	43018	0.346	1.629	0.016	0.077
Total					0.087	0.409

\* Number of Starts Per Day Per Vehicle (All Veh Types) = 15

## SAFETY RELATED CONCRETE TRUCK

		Annual	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
Mack MP6	522.5	52.25	470.25	10.638	1.393	71.011	12.370	0.01	0.10

		Annual		-		
	No. of	No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
Mack MP6	10	43018	0.346	1.629	0.016	0.077

Year 7

Bell Bend On-Site On-road Vehicles

		Non-safety & Safety R	elated	Safety Related		
	tons/running	tons/startups	tons/Year 7	SR tons/running	SR tons/startups	SR tons/Year 7
VOC	0.13	0.071	0.20	0.01	0.016	0.03
NOX	0.86	0.332	1.19	0.10	0.077	0.18

		Annual	Annual						
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
F250/F650	6925	693	6233	9.398	0.922	50.909	5.817	0.10	0.64
Mack MP6	1158	116	1042	10.638	1.393	71.011	12.370	0.03	0.22
Total						-		0.13	0.86

	No. of	Annual No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
F250/F650	33	141959	0.346	1.629	0.054	0.255
Mack MP6	10	43018	0.346	1.629	0.016	0.077
Total					0.071	0.332

\* Number of Starts Per Day Per Vehicle (All Veh Types) = 15

#### SAFETY RELATED CONCRETE TRUCK

		Annual	Annual					-	
	Annual	Idle Hours	Running Hours	Idle VOC EF	Run VOC EF	Idle NOx EF	Run NOx EF	Annual VOC	Annual NOx
	Operation	of Operation (10%)	of Operation (90%)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(gram/veh-hr)	(Tons/Year)	(Tons/Year)
Mack MP6	522.5	52.25	470.25	10.638	1.393	71.011	12.370	0.01	0.10

		Annual			-	
× .	No. of	No of Starts*	VOC EF	NOx EF	Annual VOC	Annual NOx
	Vehicles	Per Year for All Veh	(gram/Veh-Start)	(gram/Veh-Start)	(Tons/Year)	(Tons/Year)
Mack MP6	10	43018	0.346	1.629	0.016	0.077