

## Chapter 6. Unpaved Roads

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## 6.1 Characterization of Source Emissions

When a vehicle travels on an unpaved surface such as an unpaved road or unpaved parking lot, the force of the wheels on the road surface causes pulverization of surface material. Particles are lifted and dropped from the rolling wheels, and the road surface is exposed to strong air currents in turbulent shear with the surface. The turbulent wake behind the vehicle continues to act on the road surface after the vehicle has passed. The quantity of dust emissions from a given segment of unpaved road varies linearly with the volume of traffic. Field investigations also have shown that emissions depend on source parameters that characterize the condition of a particular road and the associated vehicle traffic. Characterization of these source parameters allow for “correction” of emission estimates to specific road and traffic conditions present on public and industrial roadways.

## 6.2 Emission Estimation: Primary Methodology<sup>1-26</sup>

This section was adapted from Section 13.2.2 of EPA's *Compilation of Air Pollutant Emission Factors (AP-42)*. Section 13.2.2 was last updated in December 2003.

Dust emissions from unpaved roads have been found to vary directly with the fraction of silt (particles smaller than 75 micrometers [ $\mu\text{m}$ ] in physical diameter) in the road surface materials.<sup>1</sup> The silt fraction is determined by measuring the proportion of loose dry surface dust that passes a 200-mesh screen using the ASTM-C-136 method. A summary of this method is contained in Appendix C of AP-42. Table 6-1 summarizes measured silt values for industrial unpaved roads. Table 6-2 summarizes measured silt values for public unpaved roads. It should be noted that the ranges of silt content for public unpaved roads vary over two orders of magnitude. Therefore, the use of data from this table can potentially introduce considerable error. Use of this data is strongly discouraged when it is feasible to obtain locally gathered data.

Since the silt content of a rural dirt road will vary with geographic location, it should be measured for use in projecting emissions. As a conservative approximation, the silt content of the parent soil in the area can be used. Tests, however, show that road silt content is normally lower than in the surrounding parent soil, because the fines are continually removed by the vehicle traffic, leaving a higher percentage of coarse particles. Other variables are important in addition to the silt content of the road surface material. For example, at industrial sites, where haul trucks and other heavy equipment are common, emissions are highly correlated with vehicle weight. On the other hand, there is far less variability in the weights of cars and pickup trucks that commonly travel publicly accessible unpaved roads throughout the United States. For those roads, the moisture content of the road surface material may be more dominant in determining differences in emission levels between a hot desert environment and a cool moist location.

**Table 6-1. Typical Silt Content Values of Surface Material on Industrial Unpaved Roads<sup>a</sup>**

Industry	Road use or surface material	Plant sites	No. of samples	Silt content (%)	
				Range	Mean
Copper smelting	Plant road	1	3	16-19	17
Iron and steel production	Plant road	19	135	0.2-19	6.0
Sand and gravel processing	Plant road	1	3	4.1-6.0	4.8
	Material storage area	1	1	–	7.1
Stone quarry and processing	Plant road	2	10	2.4-16	10
	Haul road to/from pit	4	20	5.0-15	8.3
Taconite mining and processing	Service road	1	8	2.4-7.1	4.3
	Haul road to/from pit	1	12	3.9-9.7	5.8
Western surface coal mining	Haul road to/from pit	3	21	2.8-18	8.4
	Plant road	2	2	4.9-5.3	5.1
	Scraper route	3	10	7.2-25	17
	Haul road (freshly graded)	2	5	18-29	24
Construction sites	Scraper routes	7	20	0.56-23	8.5
Lumber sawmills	Log yards	2	2	4.8-12	8.4
Municipal solid waste landfills	Disposal routes	4	20	2.2-21	6.4

<sup>a</sup> References 1, 5-15.

**Table 6-2. Typical Silt Content Values of Surface Material on Public Unpaved Roads<sup>a</sup>**

Industry	Road use or surface material	Plant sites	No. of samples	Silt content (%)	
				Range	Mean
Publicly accessible roads	Gravel/crushed limestone	9	46	0.1-15	6.4
	Dirt (i.e., local material compacted, bladed, and crowned)	8	24	0.83-68	11

<sup>a</sup> References 1, 5-16.

### 6.2.1 Emission Factors

The PM10 emission factors presented below are the outcomes from stepwise linear regressions of field emission test results of vehicles traveling over unpaved surfaces. For vehicles traveling on unpaved surfaces at industrial sites, PM10 emissions are estimated from the following empirical equation:

$$E = 1.5 (s/12)^{0.9} (W/3)^{0.45} \quad (1a)$$

and, for vehicles traveling on publicly accessible roads, dominated by light duty vehicles, PM10 emissions may be estimated from the following equation:

$$E = \frac{1.8 (s/12) (S/30)^{0.5}}{(M/0.5)^{0.2}} - C \quad (1b)$$

where

- E = PM10 emission factor (lb/VMT)
- s = surface material silt content (%)
- W = mean vehicle weight (tons)
- M = surface material moisture content (%)
- S = mean vehicle speed (mph)
- C = emission factor for 1980's vehicle fleet exhaust, brake wear and tire wear.

The source characteristics s, W and M are referred to as correction parameters for adjusting the emission estimates to local conditions. The metric conversion from lb/VMT to grams (g) per vehicle kilometer traveled (VKT) is 1 lb/VMT = 281.9 g/VKT. Equations 1a and 1b have a quality rating of B if applied within the ranges of source conditions that were tested in developing the equations shown in Table 6-3.

**Table 6-3. Range of Source Conditions Used in Developing Equations 1a and 1b**

Emission factor	Surface silt content, %	Mean vehicle weight		Mean vehicle speed		Mean No. of wheels	Surface moisture content, %
		Mg	ton	km/hr	mph		
Industrial roads (Equation 1a)	1.8-25.2	1.8-260	2-290	8-69	5-43	4-17 <sup>a</sup>	0.03-13
Public roads (Equation 1b)	1.8-35	1.4-2.7	1.5-3	16-88	10-55	4-4.8	0.03-13

As noted earlier, the models presented as Equations 1a and 1b were developed from tests of traffic on unpaved surfaces, mostly performed in the 1980s. Unpaved roads have a hard, generally nonporous surface that usually dries quickly after a rainfall or watering, because of traffic-enhanced natural evaporation. Factors influencing how fast a road dries are discussed in Section 6.5 below. A higher mean vehicle weight and a higher than normal traffic rate may be justified when performing a worst-case analysis of emissions from unpaved roads.

The PM2.5/PM10 ratio for fugitive dust from vehicles traveling on unpaved roads is 0.1.<sup>23</sup> The PM2.5 and PM10 emission factors for the exhaust, brake wear, and tire wear of a 1980's vehicle fleet (C) are shown in Table 6-4. They were obtained from EPA's MOBILE6.2 model.<sup>24</sup>

**Table 6-4. Emission Factors for 1980's Vehicle Fleet Exhaust, Brake Wear, and Tire Wear**

Particle size	C, Emission factor for exhaust, brake wear, and tire wear (lb/VMT)
PM2.5	0.00036
PM10	0.00047

A PM10 emission factor for the resuspension of fugitive dust from unpaved shoulders created by the wake of high-profile vehicles such as tractor-trailers traveling on paved roads at high speed has been developed by Desert Research Institute (DRI). A discussion of the emissions estimation methodology for fugitive dust originating from unpaved shoulders is presented in Chapter 14.

### 6.2.2 Source Extent

It is important to note that the vehicle-related source conditions refer to the average weight, speed, and number of wheels for all vehicles traveling the road. For example, if 98% of the traffic on the road are 2-ton cars and trucks while the remaining 2% consists of 20-ton trucks, then the mean weight is 2.4 tons. More specifically, Equations 1a and 1b are not intended to be used to calculate a separate emission factor for each vehicle class within a mix of traffic on a given unpaved road. That is, in the example, one should not determine one factor for the 2-ton vehicles and a second factor for the 20-ton trucks. Instead, only one emission factor should be calculated that represents the “fleet” average of 2.4 tons for all vehicles traveling the road. Moreover, to retain the quality ratings when addressing a group of unpaved roads, it is necessary that reliable correction parameter values be determined for the road in question. The field and laboratory procedures for determining road surface silt and moisture contents are given in Appendices C.1 and C.2 of AP-42. Vehicle-related parameters should be developed by recording visual observations of traffic. In some cases, vehicle parameters for industrial unpaved roads can be determined by reviewing maintenance records or other information sources at the facility.

In the event that site-specific values for correction parameters cannot be obtained, then default values may be used. In the absence of site-specific silt content information, an appropriate mean value from Tables 6-1 and 6-2 may be used as a default value, but the quality rating of the equation is reduced by two letters. Because of significant differences found between different types of road surfaces and between different areas of the country, use of the default moisture content value of 0.5 percent in Equation 1b is discouraged. The quality rating should be downgraded two letters when the default moisture content value is used. It is assumed that readers addressing industrial roads have access to the information needed to develop average vehicle information for their facility.

### 6.2.3 Natural Mitigation

The effect of routine watering to control emissions from unpaved roads is discussed below in Section 6.5. However, all roads are subject to some natural mitigation because of rainfall and other precipitation. The Equation 1a and 1b emission factors can be extrapolated to annual average uncontrolled conditions (but including natural mitigation) under the simplifying assumption that annual average emissions are inversely proportional to the number of days with measurable (more than 0.254 mm [0.01 inch]) precipitation:

$$E_{\text{ext}} = E[(365 - P)/365] \quad (2)$$

where,

- $E_{\text{ext}}$  = annual size-specific emission factor extrapolated for natural mitigation (lb/VMT)
- $E$  = emission factor from Equation 1a or 1b
- $P$  = number of days in a year with at least 0.254 mm (0.01 in) of precipitation

Maps showing the geographical distribution of “wet” days on an annual basis for the United States based on meteorological records on a monthly basis are available in the *Climatic Atlas of the United States*.<sup>16</sup> Alternative sources include other Department of Commerce publications such as local climatological data summaries. The National Climatic Data Center (NCDC) offers several products that provide hourly precipitation data. In particular, NCDC offers a *Solar and Meteorological Surface Observation Network 1961-1990* (SAMSON) CD-ROM, which contains 30 years worth of hourly meteorological data for first-order National Weather Service locations. Whatever meteorological data are used, the source of that data and the averaging period should be clearly specified.

Equation 2 provides an estimate that accounts for precipitation on an annual average basis for the purpose of inventorying emissions. It should be noted that Equation 2 does not account for differences in the temporal distributions of the rain events, the quantity of rain during any event, or the potential for the rain to evaporate from the road surface. In the event that a finer temporal and spatial resolution is desired for inventories of public unpaved roads, estimates can be based on a more complex set of assumptions. These assumptions include:

1. The moisture content of the road surface material is increased in proportion to the quantity of water added;
2. The moisture content of the road surface material is reduced in proportion to the Class A pan evaporation rate;
3. The moisture content of the road surface material is reduced in proportion to the traffic volume; and
4. The moisture content of the road surface material varies between the extremes observed in the area.

The CHIEF Web site ([www.epa.gov/ttn/chief/ap42/ch13/related/c13s02-2](http://www.epa.gov/ttn/chief/ap42/ch13/related/c13s02-2)) has a file that contains a spreadsheet program for calculating emission factors that are temporally and spatially resolved. Information required for use of the spreadsheet program includes monthly Class A pan evaporation values, hourly meteorological data for precipitation, humidity and snow cover, vehicle traffic information, and road surface material information.

It is emphasized that the simple assumption underlying Equation 2 and the more complex set of assumptions underlying the use of the procedure which produces a finer

temporal and spatial resolution have not been verified in any rigorous manner. For this reason, the quality ratings for either approach should be downgraded one letter from the rating that would be applied to Equation 1.

### **6.3 Emission Estimation: Alternate Methodology for Non-Farm Roads**

This section was adapted from Section 7.10 of CARB's Emission Inventory Methodology. Section 7.10 was last updated in August 1997.

This source category provides estimates of the entrained geologic particulate matter emissions that result from vehicular travel over non-agricultural unpaved roads. The emissions are estimated separately for three major unpaved road categories: city and county roads, U.S. forests and park roads, and Bureau of Land Management (BLM) and Bureau of Indian Affairs (BIA) roads. The emissions result from the mechanical disturbance of the roadway and the vehicle generated air turbulence effects. Agricultural unpaved road estimates are computed in a separate methodology; see Section 6.4.

#### **6.3.1 Emission Factor**

The PM10 emission factor used for estimates of geologic dust emissions from vehicular travel on unpaved roads is based on work performed by UC Davis<sup>28</sup> and the Desert Research Institute.<sup>29</sup> The emission factor used for all unpaved roads statewide is 2.27 lbs PM10/VMT.<sup>30</sup> Because the emission measurements were performed in California, this emission factor was used by CARB to replace the previous generic emission factor provided in EPA's AP-42 document.<sup>31</sup> The new emission factor is slightly smaller than the factors derived with the AP-42 methodology. The PM2.5/PM10 ratio for unpaved road dust is 0.1.<sup>23</sup>

#### **6.3.2 Source Extent (Activity Level)**

For the purpose of estimating emissions, it is assumed that the unpaved road dust emissions are primarily related to the vehicle miles traveled (VMT) on the roads. State highway data are used to estimate unpaved road miles for each roadway category in each county. It is assumed that 10 daily VMT (DVMT) are traveled on unpaved city and county roads as well as U.S. forest and parks roads and BLM and BIA roads. Road mileage, if needed, can be simply computed by dividing the annual VMT values by 3650 (which is 10 DVMT x 365 days).

Daily activity on unpaved roads occurs primarily during daylight hours. Activity is assumed to be the same each day of the week. Monthly activity varies by county and is based on estimates of monthly rainfall in each county. This is to reflect that during wet months there is less unpaved road traffic, and there are also lower emissions per mile of road when the road soils have a higher moisture content. Unpaved road growth is tied to on-road VMT growth for many counties. For other counties, growth is set to zero and VMT is not used.

### 6.3.3 Assumptions and Limitations

CARB's methodology is subject to the following assumptions and limitations:

1. This methodology assumes that all unpaved roads emit the same levels of PM10 per VMT during all times of the year for all vehicles and conditions.
2. It is assumed that all unpaved roads receive 10 VMT per day.
3. This methodology assumes that no controls are used on the roads.
4. It is assumed that the emission factors derived in a test county are applicable to the rest of California.

### 6.4 Emission Estimation: Alternative Methodology for Farm Roads

This section was adapted from Section 7.11 of CARB's Emission Inventory Methodology. Section 7.11 was last updated in August 1997.

This source category provides estimates of the entrained geologic particulate matter emissions that result from vehicular travel over unpaved roads on agricultural lands. The emissions result from the mechanical disturbance of the roadway and the vehicle generated air turbulence effects. This emission factor used is oriented towards dust emissions from light duty vehicle use, but the activity data implicitly include some larger vehicle use for harvest and other operations.

#### 6.4.1 Emission Factor

The PM10 emission factor used for estimates of geologic dust emissions from vehicular travel on unpaved roads is based on work performed by UC Davis<sup>28</sup> and the Desert Research Institute.<sup>29</sup> The emission factor used for all unpaved roads statewide is 2.27 lbs PM10/VMT.<sup>30</sup> Because the emission measurements were performed in California, this emission factor was used by CARB to replace the previous generic emission factor provided in EPA's AP-42 document.<sup>31</sup> CARB's emission factor is slightly smaller than the factors derived with the AP-42 methodology. The PM2.5/PM10 ratio for unpaved road dust is 0.1.<sup>23</sup>

#### 6.4.2 Source Extent (Activity Level)

For the purpose of estimating emissions, it is assumed that the unpaved road dust emissions are primarily related to the vehicle miles traveled (VMT) on the roads. In 1976 an informal survey was made of several county agricultural commissioners in the San Joaquin Valley, who estimated that each 40 acres of cultivated land receives approximately 175 vehicle passes per year on the unpaved farm roads.<sup>32</sup> This value of 4.28 VMT/acre-year has been used in the past by CARB to calculate emissions from unpaved farm roads. CARB is now proposing the following estimates of source extent for unpaved farm roads for different crops: 0.38 VMT/acre-year for grapes, 0.40 VMT/acre-year for cotton, and 1.23 VMT/acre-year for citrus.<sup>33</sup>



The crop acreage data used to estimate the road dust emissions are from the state agency summary of crop acreage harvested.<sup>34, 35</sup> The acreage estimates do not include pasture lands because it is thought that the quantity of vehicular travel on these lands is minimal. Daily activity on unpaved roads occurs primarily during daylight hours. Activity is assumed to be the same each day of the week. Monthly activity varies by county and is based on estimates of monthly rainfall in each county. This is to reflect that during wet months there is less unpaved road traffic, and there are also lower emissions per mile of road when the road soils have a higher moisture content. Unpaved road growth for farm roads is based on agricultural crop acreage or agricultural production. This value is set to zero for many counties.

#### 6.4.3 Assumptions and Limitations

CARB's methodology is subject to the following assumptions and limitations:

1. This methodology assumes that all unpaved farm roads emit the same levels of PM10 per VMT during all times of the year for all vehicles and conditions.
2. It is assumed that all unpaved farm roads receive 175 VMT per 40 acres per year for all crops and cultivation practices.
3. This methodology assumes that no controls are used on the roads.
4. It is assumed that the emission factors derived in the test area are applicable to the rest of California.
5. This methodology assumes that unpaved road travel associated with pasture lands is negligible.

#### 6.5 Demonstrated Control Techniques

A wide variety of options exist to control emissions from unpaved roads. Options fall into the following three groupings:

1. Vehicle restrictions that limit the speed, weight or number of vehicles on the road
2. Surface improvement by measures such as (a) paving or (b) adding gravel or slag to a dirt road
3. Surface treatment such as watering or treatment with chemical dust suppressants

Available control options span broad ranges in terms of cost, efficiency, and applicability. For example, traffic controls provide moderate emission reductions (often at little cost) but are difficult to enforce. Although paving is highly effective, its high initial cost is often prohibitive. Furthermore, paving is not feasible for industrial roads subject to very heavy vehicles and/or spillage of material in transport. Watering and chemical suppressants, on the other hand, are potentially applicable to most industrial roads at moderate to low costs. However, these require frequent reapplication to

maintain an acceptable level of control. Chemical suppressants are generally more cost-effective than water but not in cases of temporary roads (which are common at mines, landfills, and construction sites). In summary, then, one needs to consider not only the type and volume of traffic on the road but also how long the road will be in service when developing control plans.

Vehicle restrictions. These measures seek to limit the amount and type of traffic present on the road, or to lower the mean vehicle speed. For example, many industrial plants have restricted employees from driving on plant property and have instead instituted bussing programs. This eliminates emissions due to employees traveling to/from their worksites. Although the heavier average vehicle weight of the busses increases the base emission factor, the decrease in vehicle-miles-traveled results in a lower overall emission rate.

Surface improvements. Control options in this category alter the road surface. As opposed to “surface treatments” discussed below, improvements are relatively “permanent” and do not require periodic retreatment. The most obvious surface improvement is paving an unpaved road. This option is quite expensive and is probably most applicable to relatively short stretches of unpaved road with at least several hundred vehicle passes per day. Furthermore, if the newly paved road is located near unpaved areas or is used to transport material, it is essential that the control plan address routine cleaning of the newly paved road surface. The control efficiencies achievable by paving can be estimated by comparing emission factors for unpaved and paved road conditions. The predictive emission factor equation for paved roads, given in Chapter 5, requires estimation of the silt loading on the traveled portion of the paved surface, which in turn depends on whether the pavement is periodically cleaned. Unless curbing is to be installed, the effects of vehicle excursion onto unpaved shoulders (berms) also must be taken into account in estimating the control efficiency of paving.

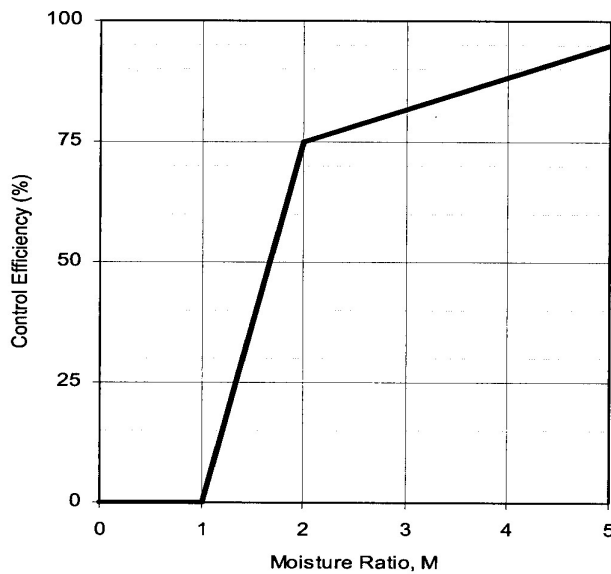
Other surface improvement methods involve covering the road surface with another material that has a lower silt content. Examples include placing gravel or slag on a dirt road. The control efficiency can be estimated by comparing the emission factors obtained using the silt contents before and after improvement. The silt content of the road surface should be determined after 3 to 6 months rather than immediately following placement. Control plans should address regular maintenance practices, such as grading, to retain larger aggregate on the traveled portion of the road.

Surface treatments. These measures refer to control options that require periodic reapplication. Treatments fall into the two main categories of:

- (a) wet suppression (i.e., watering, possibly with surfactants or other additives), which keeps the road surface wet to control emissions, and
- (b) chemical stabilization that attempts to change the physical characteristics of the surface.

The necessary reapplication frequency varies from minutes or hours for plain water under summertime conditions to several weeks or months for chemical dust suppressants.

**Wet Suppression.** Watering increases the moisture content, which in turn causes particles to conglomerate and reduces their likelihood of becoming suspended when vehicles pass over the surface. The control efficiency depends on how fast the road dries after water is added. This in turn depends on: (a) the amount (per unit road surface area) of water added during each application; (b) the period of time between applications; (c) the weight, speed and number of vehicles traveling over the watered road during the period between applications; and (d) meteorological conditions (temperature, wind speed, cloud cover, etc.) that affect evaporation during the period. Figure 6-1 presents a simple bilinear relationship between the instantaneous control efficiency due to watering and the resulting increase in surface moisture. The moisture ratio “M” (i.e., the x-axis in Figure 6-1) is found by dividing the surface moisture content of the watered road by the surface moisture content of the uncontrolled road. As the watered road surface dries, both the ratio M and the predicted instantaneous control efficiency (i.e., the y-axis in the figure) decrease. The figure shows that between the uncontrolled moisture content ( $M = 1$ ) and a value twice as large ( $M = 2$ ), a small increase in moisture content results in a large increase in control efficiency. Beyond that, control efficiency grows slowly with increased moisture content.



**Figure 6-1. Watering Control Effectiveness for Unpaved Travel Surfaces**

Given the complicated nature of how the road dries, characterization of emissions from watered roadways is best done by collecting road surface material samples at various times between water truck passes. AP-42 Appendices C.1 and C.2 present the recommended sampling and analysis procedures, respectively, for determining the surface/bulk dust loading. The moisture content measured can then be associated with a control efficiency by use of Figure 6-1. Samples that reflect average conditions during the watering cycle can take the form of either a series of samples between water applications or a single sample at the midpoint. It is essential that samples be collected during periods with active traffic on the road. Finally, because of different evaporation rates, it is recommended that samples be collected at various times during the year. If

only one set of samples is to be collected, these must be collected during hot, summertime conditions.

When developing watering control plans for roads that do not yet exist, it is strongly recommended that the moisture cycle be established by sampling similar roads in the same geographic area. If the moisture cycle cannot be established by similar roads using established watering control plans, the more complex methodology used to estimate the mitigation of rainfall and other precipitation can be used to estimate the control provided by routine watering. An estimate of the maximum daytime Class A pan evaporation (based upon daily evaporation data published in the monthly Climatological Data for the state by the National Climatic Data Center) should be used to insure that adequate watering capability is available during periods of highest evaporation. Hourly precipitation values are replaced by the equivalent inches of precipitation resulting from watering. One inch of precipitation is equivalent to an application of 5.6 gallons of water per square yard of road. Information on the long term average annual evaporation and on the percentage that occurs between May and October is available in the Climatic Atlas.<sup>16</sup> This methodology should be used only for prospective analyses and for designing watering programs for existing roadways. The quality rating of an emission factor for a watered road that is based on this methodology should be downgraded two letters. Periodic road surface samples should be collected and analyzed to verify the efficiency of the watering program.

Chemical Dust Suppressants. As opposed to wet suppression (i.e., watering), chemical dust suppressants have much less frequent reapplication requirements. These materials suppress emissions by changing the physical characteristics of the existing road surface material. Many chemical dust suppressants applied to unpaved roads form a hardened surface that binds particles together. After several applications, a treated unpaved road often resembles a paved road except that the surface is not uniformly flat. Because the improved surface results in more grinding of small particles, the silt content of loose material on a highly controlled surface may be substantially higher than when the surface was uncontrolled. For this reason, the models presented as Equations 1a and 1b cannot be used to estimate emissions from chemically stabilized roads. Should the road be allowed to return to an uncontrolled state with no visible signs of large-scale cementing of material, the Equation 1a and 1b emission factors could then be used to obtain conservatively high emission estimates.

The control effectiveness of chemical dust suppressants appears to depend on: (a) the dilution rate used in the mixture; (b) the application rate (volume of solution per unit road surface area); (c) the time between applications; (d) the size, speed and amount of traffic during the period between applications; and (e) meteorological conditions (rainfall, freeze/thaw cycles, etc.) during the period. Other factors that affect the performance of chemical dust suppressants include other traffic characteristics (e.g., cornering, track-out from unpaved areas) and road characteristics (e.g., bearing strength, grade). The variability in these factors and differences between individual dust control products make the control efficiencies of chemical dust suppressants difficult to estimate. Past field testing of emissions from controlled unpaved roads has shown that chemical dust

suppressants provide a PM10 control efficiency of about 80% when applied at regular intervals of 2 weeks to 1 month.

Petroleum resin products historically have been the dust suppressants (besides water) most widely used on industrial unpaved roads. Figure 6-2 presents a method to estimate average control efficiencies associated with petroleum resins applied to unpaved roads.<sup>20</sup> The following items should be noted:

1. The term “ground inventory” represents the total volume (per unit area) of petroleum resin concentrate (not solution) applied since the start of the dust control season.
2. Because petroleum resin products must be periodically reapplied to unpaved roads, the use of a time-averaged control efficiency value is appropriate. Figure 6-2 presents control efficiency values averaged over two common application intervals, 2 weeks and 1 month. Other application intervals will require interpolation.
3. Note that zero efficiency is assigned until the ground inventory reaches 0.05 gallon per square yard (gal/yd<sup>2</sup>). Requiring a minimum ground inventory ensures that one must apply a reasonable amount of chemical dust suppressant to a road before claiming credit for emission control. Recall that the ground inventory refers to the amount of petroleum resin concentrate rather than the total solution.

As an example of the application of Figure 6-2, suppose that Equation 1a was used to estimate a PM10 emission factor of 7.1 lb/VMT from a particular road. Also, suppose that, starting on May 1, the road is treated with 0.221 gal/yd<sup>2</sup> of a solution (1 part petroleum resin to 5 parts water) on the first of each month through September. The average controlled PM10 emission factors calculated from Figure 6-2 are shown in Table 6-5.

Besides petroleum resins, other newer dust suppressants have also been successful in controlling emissions from unpaved roads. Specific test results for those chemicals, as well as for petroleum resins and watering, are provided in References 18 through 21.

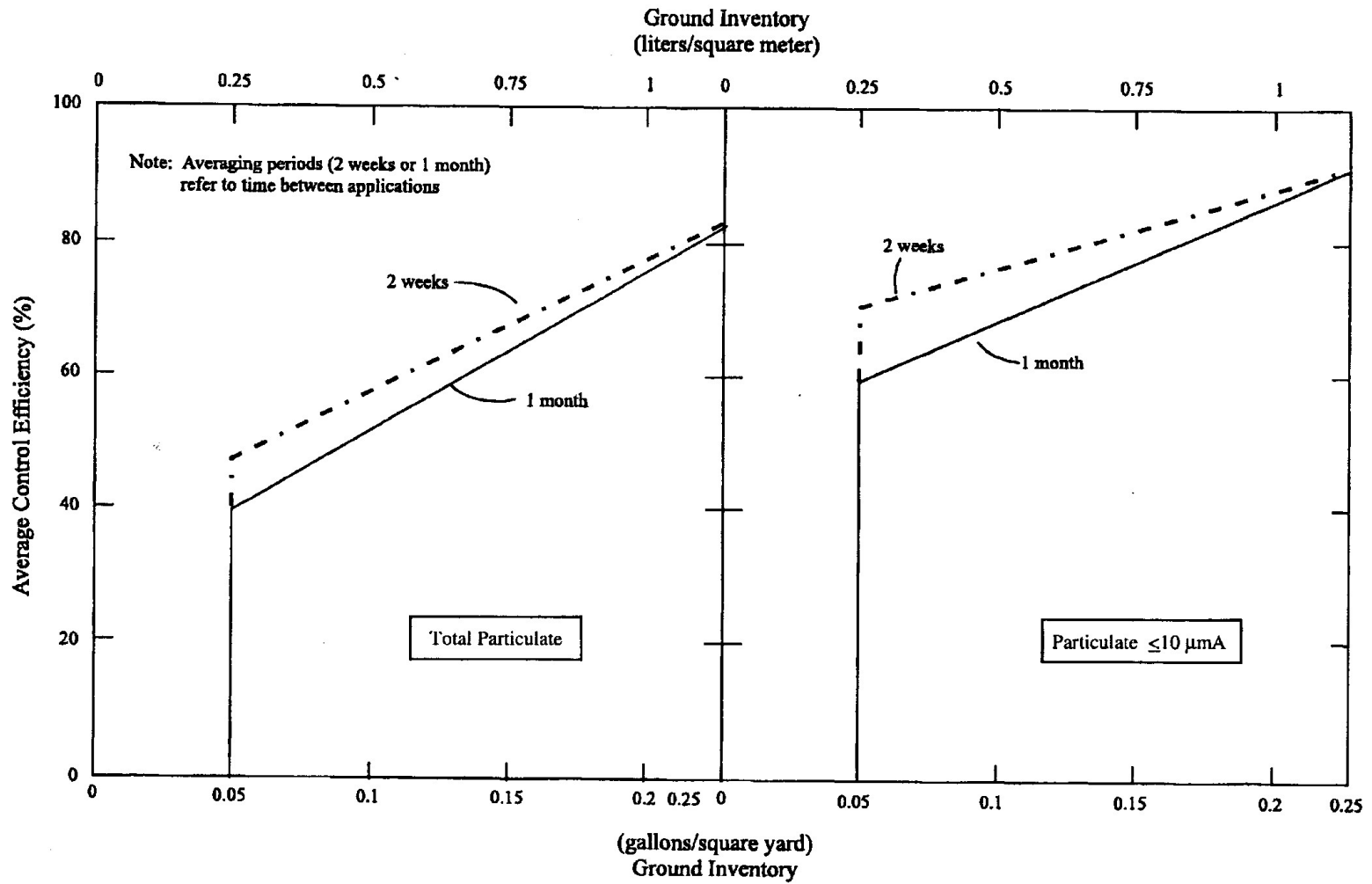


Figure 6-2. Average TSP and PM10 Control Efficiencies for Two Common Application Intervals

**Table 6-5. Average Controlled PM10 Emission Factors for Specific Conditions**

Period	Ground inventory, gal/yd <sup>2</sup>	Average control efficiency, % <sup>a</sup>	Average controlled PM10 emission factor, lb/VMT
May	0.037	0	7.1
June	0.073	62	2.7
July	0.11	68	2.3
August	0.15	74	1.8
September	0.18	80	1.4

<sup>a</sup> From Figure 6-2. Zero efficiency assigned if ground inventory is less than 0.05 gal/yd<sup>2</sup>.

1 lb/VMT = 281.9 g/VKT. 1 gal/yd<sup>2</sup> = 4.531 L/m<sup>2</sup>.

Table 6-6 summarizes tested control measures and reported control efficiencies for measures that reduce the generation of fugitive dust from unpaved roads.

**Table 6-6. Control Efficiencies for Control Measures for Unpaved Roads<sup>36, 37</sup>**

Control measure	PM10 control efficiency	References/Comments
Limit maximum speed on unpaved roads to 25 miles per hour	44%	Assumes linear relationship between PM10 emissions and vehicle speed and an uncontrolled speed of 45 mph.
Pave unpaved roads and unpaved parking areas	99%	Based on comparison of paved road and unpaved road PM10 emission factors.
Implement watering twice a day for industrial unpaved road	55%	MRI, April 2001
Apply dust suppressant annually to unpaved parking areas	84%	CARB April 2002

## 6.6 Regulatory Formats

Fugitive dust control options have been embedded in many regulations for state and local agencies in the WRAP region. Regulatory formats specify the threshold source size that triggers the need for control application. Example regulatory formats downloaded from the Internet for several local air quality agencies in the WRAP region are presented in Table 6-7. The website addresses for obtaining information on fugitive dust regulations for local air quality districts within California, for Clark County, NV, and for Maricopa County, AZ, are as follows:

- Districts within California: [www.arb.ca.gov/drdb/drdb.htm](http://www.arb.ca.gov/drdb/drdb.htm)
- Clark County, NV: [www.co.clark.nv.us/air\\_quality/regs.htm](http://www.co.clark.nv.us/air_quality/regs.htm)
- Maricopa County, AZ: [www.maricopa.gov/envsvc/air/ruledesc.asp](http://www.maricopa.gov/envsvc/air/ruledesc.asp)

**Table 6-7. Example Regulatory Formats for Unpaved Roads**

Control Measure	Goal	Threshold	Agency
<p>Requires annual treatment of unpaved public roads beginning in 1998 and continuing for each of 8 years thereafter by implementing one of the following: paving at least one mile with typical roadway material, applying chemical stabilizers to at least two miles to maintain stabilized surface, implementing at least one of the following on at least three miles of road surface: installing signage at 1/4 mile intervals limiting speed to 15 mph, installing speed control devices every 500 ft, or maintaining roadway to limit speed to 15 mph</p>		<p>Set applicability standard: unpaved road must be more than 50 ft wide at all points or must not be within 25 ft of property line, or have more than 20 vehicle trips per day. All roads with average daily traffic greater than average of all unpaved roads within its jurisdiction must be treated</p>	<p>SCAQMD Rule 1186 9/10/1999</p>
<p>Control measures implemented by June 1, 2003: pave, apply dust palliative, or other</p>	<p>Complies with stabilization standard: limit visible dust emissions to 20% opacity, limit silt loading to 0.33 oz/ft<sup>2</sup>, and limit silt content to 6%</p>	<p>All unpaved roads with vehicular traffic 150 vehicles or more per day</p>	<p>Clark County Hydrographic Basins 212, 216, 217 Sect. 91 Air Quality Reg. 06/22/2000</p>
<p>Limit vehicle speed <math>\leq</math>15mph and <math>\leq</math>20 trips/day; BACM: watering, paving, apply/maintain gravel, asphalt, or dust suppressant; Dust control plan for construction site roads</p>	<p>Limit VDE to 20% opacity; limit silt loading to 0.33oz/ft<sup>2</sup>, limit silt content to 6%</p>	<p>Construction site roads, inactive/active; limiting vehicle speed and trips is alternative to stabilization requirement and max number of trips each day in control plan (also number of vehicles, earthmoving equip, etc.); for roads with <math>\geq</math>150 vehicles/day implement BACM by 06/10/2004; same for <math>\geq</math>250 vehicles day (existing roads by 06/10/2000)</p>	<p>Maricopa County Rules 310 and 310.01 04/07/2004 and 02/16/2000</p>



## 6.7 Compliance Tools

Compliance tools assure that the regulatory requirements, including application of dust controls, are being followed. Three major categories of compliance tools are discussed below.

Record keeping: A compliance plan is typically specified in local air quality rules and mandates record keeping of source operation and compliance activities by the source owner/operator. The plan includes a description of how a source proposes to comply with all applicable requirements, log sheets for daily dust control, and schedules for compliance activities and submittal of progress reports to the air quality agency. The purpose of a compliance plan is to provide a consistent reasonable process for documenting air quality violations, notifying alleged violators, and initiating enforcement action to ensure that violations are addressed in a timely and appropriate manner.

Site inspection: This activity includes (1) review of compliance records, (2) proximate inspections (sampling and analysis of source material), and (3) general observations. An inspector can use photography to document compliance with an air quality regulation.

On-site monitoring: EPA has stated that “An enforceable regulation must also contain test procedures in order to determine whether sources are in compliance.” Monitoring can include observation of visible plume opacity, surface testing for crust strength and moisture content, and other means for assuring that specified controls are in place.

Table 6-8 summarizes the compliance tools that are applicable for unpaved roads.

**Table 6-8. Compliance Tools for Unpaved Roads**

Record keeping	Site inspection/monitoring
Road map; traffic volumes, speeds, and patterns; dust suppression equipment and maintenance records; frequencies, amounts, times, and rates for watering and dust suppressants (type); use of water surfactants; calculated control efficiencies; regrading, graveling, or paving of unpaved road segments; control equipment downtime and maintenance records; meteorological log.	Observation of water truck operation and inspection of sources of water; observation of dust plume opacity exceeding a standard; counting of traffic volumes; surface material sampling and analysis for silt and moisture contents; real-time portable monitoring of PM.

## 6.8 Sample Cost-Effectiveness Calculation

This section is intended to demonstrate how to select a cost-effective control measure for fugitive dust originating from unpaved roads. A sample cost-effectiveness calculation is presented below for a specific control measure (watering) to illustrate the procedure. The sample calculation includes the entire series of steps for estimating uncontrolled emissions (with correction parameters and source extent), controlled emissions, emission reductions, control costs, and control cost-effectiveness values for PM10 and PM2.5. In

selecting the most advantageous control measure for unpaved roads, the same procedure is used to evaluate each candidate control measure (utilizing the control measure specific control efficiency and cost data), and the control measure with the most favorable cost-effectiveness and feasibility characteristics is identified.

### Sample Calculation for Unpaved Roads at an Industrial Facility

**Step 1. Determine source activity and control application parameters.**

Road length (mile)	2
Vehicles/day	100
Wet days/year	20
Number of 8-hour workdays/year	260
Number of emission days/yr (workdays without rain)	240
Control Measure	Watering
Control Application/Frequency	Twice daily*
Economic Life of Control System (year)	10
Control Efficiency	55%

\* No nighttime traffic.

The number of vehicles per day, wet days per year, workdays per year, and the economic life of the control measure are assumed values for illustrative purposes. Watering has been chosen as the applied control measure. The control application/frequency and control efficiency are default values provided by MRI, 2001.<sup>35</sup>

**Step 2. Calculate PM10 Emission Factor.** The PM10 emission factor is calculated from the AP-42 equation utilizing the appropriate correction parameters.

$$E \text{ (lb/VMT)} = 1.5 (s/12)^{0.9} (W/3)^{0.45}$$

s—silt content (%)	15
W—vehicle weight (tons)	15

$$E = 3.8 \text{ lb/VMT}$$

**Step 3. Calculate Uncontrolled PM Emissions.** The PM10 emission factor (calculated in Step 2) is multiplied by the number of vehicles per day, by the road length and by the number of emission days per year (see activity data) and divided by 2,000 lb/ton to compute the annual PM10 emissions, as follows:

$$\begin{aligned} \text{Annual PM10 emissions} &= (\text{EF} \times \text{Vehicles/day} \times \text{Miles} \times \text{Emission days/yr}) / 2,000 \\ \text{Annual PM10 emissions} &= (3.8 \times 100 \times 2 \times 240) / 2,000 = 91 \text{ tons} \end{aligned}$$

$$\begin{aligned} \text{Annual PM2.5 emissions} &= 0.1 \times \text{PM10 Emissions}^{23} \\ \text{Annual PM2.5 emissions} &= 0.1 \times 91 \text{ tons} = 9.1 \text{ tons} \end{aligned}$$

**Step 4. Calculate Controlled PM Emissions.** The controlled PM emissions (i.e., the PM emissions remaining after control) are equal to the uncontrolled emissions (calculated above in Step 3) multiplied by the percentage that uncontrolled emissions are reduced, as follows:

$$\text{Controlled emissions} = \text{Uncontrolled emissions} \times (1 - \text{Control Efficiency}).$$

For this example, we have selected watering as our control measure. Based on a control efficiency estimate of 55% for the application of water to unpaved roads, the annual controlled emissions estimate are calculated to be:

$$\begin{aligned} \text{Annual Controlled PM}_{10} \text{ emissions} &= (91 \text{ tons}) \times (1 - 0.55) = 41 \text{ tons} \\ \text{Annual Controlled PM}_{2.5} \text{ emissions} &= (9.1 \text{ tons}) \times (1 - 0.55) = 4.1 \text{ tons} \end{aligned}$$

Step 5. Determine Annual Cost to Control PM Emissions.

Capital costs (\$)	30,000
Annual Operating/Maintenance costs (\$)	8,000
Annual Interest Rate	3%
Capital Recovery Factor	0.1172
Annualized Cost (\$/yr)	11,517

The capital costs, annual operating and maintenance costs, and annual interest rate (AIR) are assumed values for illustrative purposes. The Capital Recovery Factor (CRF) is calculated from the Annual Interest Rate (AIR) and the Economic Life of the control system, as follows:

$$\begin{aligned} \text{Capital Recovery Factor} &= \text{AIR} \times (1 + \text{AIR})^{\text{Economic life}} / (1 + \text{AIR})^{\text{Economic life}} - 1 \\ \text{Capital Recovery Factor} &= 3\% \times (1 + 3\%)^{10} / (1 + 3\%)^{10} - 1 = 0.1172 \end{aligned}$$

The Annualized Cost is calculated by adding the product of the Capital Recovery Factor and the Capital costs to the annual Operating/Maintenance costs:

$$\begin{aligned} \text{Annualized Cost} &= (\text{CRF} \times \text{Capital costs}) + \text{Annual Operating/Maintenance costs} \\ \text{Annualized Cost} &= (0.1172 \times 30,000) + 8,000 = \$11,517 \end{aligned}$$

Step 6. Calculate Cost Effectiveness. Cost effectiveness is calculated by dividing the annualized cost by the emissions reduction. The emissions reduction is determined by subtracting the controlled emissions from the uncontrolled emissions:

$$\begin{aligned} \text{Cost effectiveness} &= \text{Annualized Cost} / (\text{Uncontrolled emissions} - \text{Controlled emissions}) \\ \text{Cost effectiveness for PM}_{10} \text{ emissions} &= \$11,517 / (91 - 41) = \$231/\text{ton} \\ \text{Cost effectiveness for PM}_{2.5} \text{ emissions} &= \$11,517 / (9.1 - 4.1) = \$2,306/\text{ton} \end{aligned}$$

## 6.9 References

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