

**Final Report  
TNW97-09**

**Particle Resuspension from Paved  
Urban Roadways**

by

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<b>16. Abstract</b>  This research project examines the emission rates of PM <sub>2.5</sub> and PM <sub>10</sub> from paved urban roadways by direct tailpipe emissions and particle resuspension mechanisms. Our previous research has indicated that the PM <sub>2.5</sub> resuspension rates as estimated by the EPA's AP-42 method are an order of magnitude higher than those actually observed. We propose to extend this work to PM <sub>10</sub> emissions, using video surveillance methods to characterize traffic and a combination of real-time sensors and size segregated particle sampling. Well defined emission rates of PM <sub>10</sub> , especially via resuspension, are an important component of accurate emission inventories and rational abatement strategies.			
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