APPENDIX C

AIR QUALITY ANALYSIS, PROCEDURES AND RESULTS

Analysis Methods

Because the projected traffic volumes for the proposed facility in 2030 are similar to the traffic volumes projected for the design year utilized in the DEIS/FEIS (2013), the same modeling inputs and results that were utilized in the DEIS/FEIS were also utilized as the basis for the analysis in this SDEIS.

A microscale analysis was used to predict the effect that traffic on the proposed facility would have on local air quality. This analysis was utilized to predict the generation and dispersion of carbon monoxide (CO) within the immediate vicinity of the proposed facility. Traffic projections for the design year of 2013 were used in the analysis and the results were compared to the 1-Hour National Ambient Air Quality Standard (NAAQS) for CO of 35 parts per million (ppm).

Motor vehicle emission rates were computed using MOBILE5a (EPA's Mobile Source Emission Factor Model). To provide a worst-case scenario, the emission factors were developed using conservative model inputs. Carbon monoxide concentrations from highway vehicles were calculated by using CALINE3, a linear dispersion model.

A realistic worst-case approach was taken for nearly all-meteorological conditions. Wind directions were analyzed at predominant directions to determine the maximum CO concentrations. Other factors included a wind speed of one meter per second, a rural stable atmospheric condition, a mixing height of 3,280 feet (1,000 meters) and worst case minimum and maximum January temperatures of 29.1°F (-1.6°C) and 49.0°F (9.4°C), respectively.

Modeling was done for the peak 1-hour traffic condition. In addition, the highest projected traffic volumes were selected and utilized in the modeling to represent the entire proposed facility. A CO background concentration of 1.0 ppm, for the 1-hour concentration, was used to account for CO sources outside the study area. Speeds for the existing roadways and the proposed facility were based on the travel demand model inputs.

Representative receptor sites along the facility were chosen at locations where the highest CO concentrations could be expected and where the general public would have access during the analysis periods.

Since the project area is in attainment for ozone and is included in Metroplan's Metro 2030 Metropolitan Transportation Plan for CART Study, a mesoscale or "regional" analysis was not required.

Analysis Results

Modeling results indicate that CO concentrations ranging between 0.4 and 0.8 ppm will be generated in the mixing cell. These computer estimates, when combined with an estimated ambient/background level of 1.0 ppm, result in total CO concentrations ranging between 1.4 and 1.8 ppm. These projected concentrations are well below the 1-Hour NAAQS for CO (35 ppm).

Printouts of the model assumptions and results, for both MOBILE5a and CALINE3, are included on the following pages. These results show the predicted highest one-hour CO receptor concentrations for the design year 2013. These concentrations would be located in areas where the greatest traffic volumes are moving at their slowest probable speed.

CALINE 3 AND MOBILE5a PRINTOUTS

CALINES

RUN: NORTHBELT 2013 (1) DATE: 10-27-1993 TIME: 09:41:15

1.0 SITE VARIABLES

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