AIR QUALITY SCREENING ANALYSIS TECHNICAL MEMORANDUM

NEPTUNE ROAD PD&E STUDY

from Partin Settlement Road to Old Canoe Creek Road

FPID: 445415-1

Prepared For:

Osceola County, Florida



July 2019

This project involves a 3.9-mile segment of Neptune Road extending from Partin Settlement Road to US 192 in Osceola County. The section east of the St. Cloud canal (Canal C-31) (approximately 1.1 miles in length) is within the City of St. Cloud. From Partin Settlement Road to Old Canoe Creek Road, the proposed project improves the existing 2-lane roadway to a 4lane, divided roadway with a curbed median, with bicycle and pedestrian facilities (i.e., bike lanes and multiuse paths). From Old Canoe Creek Road to US 192, the project widens the existing 2-lane roadway to either 4-lanes or 5-lanes with a multiuse path on the north side and a sidewalk on the south side. Bridge structures are to be replaced and stormwater management ponds will be constructed. **Figure 1** illustrates the project location.

An air quality review of the subject project was conducted following standard Florida Department of Transportation (FDOT) procedures. This project is located in Osceola County, which has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990, and as such, conformity does not apply.

To ensure that no air quality standard violations will result from the construction and operation of this project, the FDOT Air Quality Screening Model, CO Florida 2012, was used to evaluate a representative interchange location. The CO Florida 2012 Screening Model uses information from the U.S. Environmental Protection Agency's (EPA) Motor Vehicle Emission Simulator (MOVES) version 2010a and CAL3QHC to produce an estimate of the carbon monoxide (CO) levels that might result from the operation of the project. The interchange of Neptune Road and Old Canoe Creek Road was utilized as a representative site based on the high traffic volumes associated with US 17/92. Based on the input values shown in **Table 1**, receptors placed in close proximity to the interchange of Neptune Road and Old Canoe Creek Road was utilized as a representation. The results are provided in **Table 2**.



		Peak Hour Approach Traffic Volumes				Approach	
Year	Facility	Eastbound	Westbound	Northbound	Southbound	Speed (mph)	
2045	Neptune	1910	1910	NA	NA	35/45	
	Old Canoe Creek Road	NA	NA	1910	1910	35/45	
* Source: Neptune Road PD&E Project Traffic Analysis Report, Prepared by Kimley-Horn and Associates, Inc., April 2019							

Table 1 - CO Florida 2012 Input Data *

		Maximum CO Concentration (ppm) [*]		
	Scenario	1-Hour	8-Hour	
Year	Build	5.5	3.3	
* Parts per Million				

As shown in Table 2, the operations of the proposed facility are anticipated to result in maximum one-hour CO concentrations of 5.5 ppm and maximum eight-hour CO concentrations of 3.3 ppm. Since these values do not exceed the National Ambient Air Quality Standards (NAAQS) established by the EPA of 35 ppm for a one-hour concentration and 9 ppm for an eight-hour concentration, no adverse air quality impact is predicted from the operation of this project. The CO Florida 2012 Screening Model output files are attached as **Appendix A**.

Construction activities may cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts can be minimized by adherence to all applicable State regulations and application of appropriate construction specifications.

Appendix A CO Florida 2012 Data

CO Florida 2012 - Results Monday, July 22, 2019

Project Description

Project Title Facility Name User's Name Run Name FDOT District Year Intersection Type Speed Approach Traffic Neptune Road PD&E Study Neptune Road Jeff Jones Old Canoe Creek Road Screening 5 2019 4 X 4 Arterial 35 mph Arterial 1910 vph

Environmental Data

47.8 °F
13.3 psi
Suburban
D
108 cm
3.3 ppm
2.0 ppm

	Results		
(ppm, inclu	iding backgro	ound CO)	
Receptor	Max 1-Hr	Max 8-Hr	
1	5.1	3.1	
2	5.2	3.1	
3	5.4	3.2	
4	5.1	3.1	
5	4.8	2.9	
6	5.0	3.0	
7	5.2	3.1	
8	5.4	3.2	
9	5.1	3.1	
10	4.8	2.9	
11	5.0	3.0	
12	5.2	3.1	
13	5.5	3.3	
14	5.0	3.0	
15	4.8	2.9	
16	5.0	3.0	
17	5.2	3.1	
18	5.5	3.3	
19	5.1	3.1	
20	4.8	2.9	
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NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED