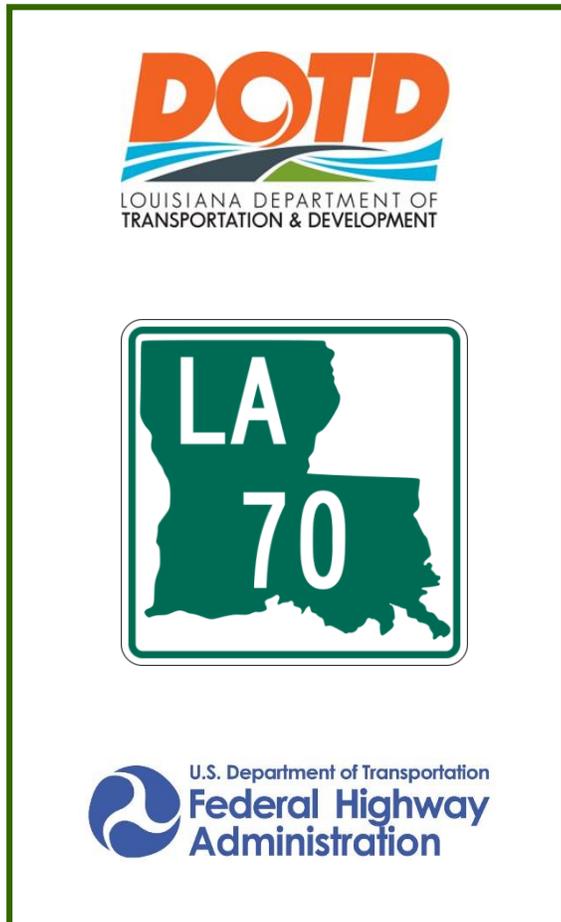


**APPENDIX D**  
**AIR QUALITY ANALYSIS**

JULY 2014

# LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

STATE PROJECT NO. H.010571.2 / STAGE 3-6 PROJECT NO. H.011289



## AIR QUALITY ANALYSIS

### LA 70 DETOUR ROUTE STAGE 1 ENVIRONMENTAL ASSESSMENT

### ASSUMPTION PARISH, LOUISIANA



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# TABLE OF CONTENTS

<u>Section</u>	<u>Page No.</u>
1.0 National Ambient Air Quality Standards (NAAQS) .....	1
2.0 Transportation Conformity .....	1
3.0 Carbon Monoxide (CO) Transportation Air Quality Analysis (TAQA) .....	2
4.0 Congestion Management Process (CMP).....	2
5.0 Hot-Spot Analysis.....	2
6.0 Mobile Source Air Toxics (MSATs) Analysis.....	2
7.0 Construction Impacts.....	3
8.0 Summary .....	3

## ACRONYMS AND ABBREVIATIONS

CO	Carbon Monoxide
CAAA	Clean Air Act Amendment
FHWA	Federal Highways Administration
Pb	Lead
MPO	Metropolitan Planning Organization
MSATs	Mobile Source Air Toxics
NAAQS	National Ambient Air Quality Standards
NO <sub>2</sub>	Nitrogen Dioxide
O <sub>3</sub>	Ozone
PM	Particulate Matter
SIP	State Implementation Plan
SO <sub>2</sub>	Sulfur Dioxide
STIP	State Transportation Improvement Plan
TAQA	Transportation Air Quality Analysis
USEPA	United States Environmental Protection Agency

## AIR QUALITY

This section summarizes the results of an analysis of the potential air quality effects of the project. The elements addressed below comply with all air quality-related provisions of the Clean Air Act, the National Environmental Policy Act, and the Federal-Aid Highways regulations.

### 1.0 National Ambient Air Quality Standards (NAAQS)

Air quality is measured by the type and level of pollutants in the air. The 1990 Clean Air Act Amendment (CAAA) requires the United States Environmental Protection Agency (USEPA) to set NAAQS (40 Code of Federal Regulations, Part 50) for pollutants considered harmful to public health and the environment, including six principal pollutants, which are called "criteria" pollutants, as shown in **Table 1**. In addition to criteria air pollutants for which there are NAAQS, the USEPA regulates air toxics which mostly originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners), and stationary sources (e.g., factories, refineries).

**TABLE 1. CRITERIA POLLUTANTS**

Pollutant Name	Chemical Abbreviation
Ozone	O <sub>3</sub>
Carbon Monoxide	CO
Particulate Matter	PM
Nitrogen Dioxide	NO <sub>2</sub>
Sulfur Dioxide	SO <sub>2</sub>
Lead	Pb

In accordance with the CAAA, the USEPA identified those areas that did not meet the NAAQS for the criteria pollutant and designated them as "nonattainment" areas. Once the area meets the NAAQS, it is redesignated as a "maintenance" area. The proposed project is located in Assumption Parish in Louisiana, which is currently designated as attainment or unclassifiable for all NAAQS.

### 2.0 Transportation Conformity

Highway agencies are required to consider regional-level impacts of transportation improvement projects in the Transportation Conformity analysis and at a statewide level in the State Implementation Plan (SIP). Transportation conformity is a process required of Metropolitan Planning Organizations (MPOs) pursuant to the CAAA of 1990. The CAAA requires that transportation plans, programs, and projects in nonattainment areas that are funded or approved by the Federal Highway Administration (FHWA) conform to air quality goals identified in the SIP, the State's plan to either achieve or maintain the NAAQS for a particular pollutant.

This proposed project is located within Assumption Parish and is included in the FY 2013 - FY 2016 State Transportation Improvement Plan (STIP), Approved October 1, 2012, Project: H.011289 LA 70: DETOUR ROAD. The project is described as "*construction of a detour route for LA 70 if necessary*" in the STIP. Since Assumption Parish has been designated by USEPA as attainment or unclassifiable for all NAAQS, transportation conformity rules does not apply.

### 3.0 Carbon Monoxide (CO) Transportation Air Quality Analysis (TAQA)

CO is a colorless, odorless gas emitted from combustion processes. Nationally, and particularly in urban areas, the majority of CO emissions to ambient air come from mobile sources. CO is toxic because it combines with hemoglobin in the blood to produce carboxyhemoglobin, which reduces the blood's ability to carry oxygen.<sup>1</sup> At extremely high levels, CO can cause death. Since 1990, there has been a decrease in maximum CO concentrations measured across the US. With a decline in the magnitude of maximum ambient CO concentrations nationwide, there has been a subsequent decline in the number of air monitoring stations reporting observations that exceed the CO NAAQS.<sup>2</sup>

Transportation projects have the potential to affect air quality by changing the number of vehicles at specific locations. Tailpipe emissions from vehicles could result in increases in ambient concentrations of CO near the project area. The proposed project is considered exempt from a TAQA because it is intended to enhance traffic safety and improve traffic flow. The proposed action would not add capacity to an existing facility. Current and future emissions should continue to follow existing trends not being affected by this project. Due to the nature of this project, further CO analysis was not required.

### 4.0 Congestion Management Process (CMP)

This project is located in an area that is in attainment or unclassifiable for all NAAQS. Therefore, a CMP analysis is not required.

### 5.0 Hot-Spot Analysis

The project is not located within a CO/Particulate Matter (PM) nonattainment or maintenance area. Therefore, a project level hot-spot analysis is not required.

### 6.0 Mobile Source Air Toxics (MSATs) Analysis

MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted into the air when fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear, or impurities in oil or gasoline.

The proposed project is needed to provide a safe, efficient detour of LA 70 in the vicinity of LA 69 if immediate closure of LA 70 is required and it will only be needed until a permanent bypass is approved and constructed. As the intent of the project is to provide a temporary roadway, there are only two alternatives, the Build Alternative and the No-Build Alternative. The Build Alternative is an approximate 1.06 mile new roadway on new alignment north of LA 70 between Gumbo Street and LA 69. It is proposed as a RA-1 roadway with two, 12-foot travel lanes supporting eight-foot-paved shoulders. This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

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<sup>1</sup> USEPA, <http://www.epa.gov/air/carbonmonoxide/>

<sup>2</sup> Jeffrey Houk and Michael Claggett, FHWA, "Survey of Screening Procedures for Project-Level Conformity Analyses", April 2004

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA's Motor Vehicle Emission Simulator model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle miles travelled are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project

## **7.0 Construction Impacts**

During the construction phase of this project, temporary increases in air pollutant emissions may occur from construction activities. PM (fugitive dust) from site preparation will be the primary construction-related emissions, which will only occur during the construction phase. The potential impacts of PM emissions will be minimized by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate.

## **8.0 Summary**

Conformity requirements, the CMP, and hot-spot analysis are not required for the proposed project since the area has not been classified as nonattainment or maintenance and is in compliance with all NAAQS. The proposed project is exempt from a TAQA because it is intended to enhance traffic safety and improve traffic flow. The project has low potential MSAT effects since current and projected vehicle traffic does not exceed the FHWA threshold (140,000 vehicles per day). Also, emissions for the years 2018 and 2038 will likely be lower than existing levels as a result of the USEPA's national control programs, which are projected to reduce annual MSAT. Based on the results of the air quality analysis, the project is not expected to cause or contribute to any violations of the NAAQS.