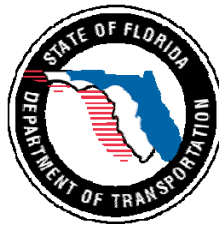


# AIR QUALITY SCREENING TEST

**S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway  
Project Development and Environment Study  
Pinellas County, Florida**

**Work Program Item Segment No: 410755 1**



*Prepared for:*

**Florida Department of Transportation  
District Seven  
11201 North McKinley Drive  
Tampa, Florida 33612-6456**

**December 2006**

# MEMORANDUM

## Florida Department of Transportation District Seven Modal Planning and Development – MS 7-500

Date: February 10, 2006

To: Kirk Bogen, Project File

From: Robin Rhinesmith, Environmental Scientist

Subject: WPI No: 410755/ Air Quality Screening Test  
Pinellas Bayway at the Intracoastal Waterway PD&E Study, Pinellas  
County

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The above referenced proposed project is located in Pinellas County; an area currently designated as Attainment for the following criteria air pollutants: ozone, nitrogen dioxide, particulate matter (2.5 microns and 10 microns in size), sulfur dioxide, carbon monoxide, and lead.

The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. The Florida Department of Transportation's (FDOT's) screening model, CO Florida 2004 (released September 7, 2004) uses the latest United States Environmental Protection Agency (USEPA)- approved software (Mobile 6 and CAL3QHC) to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one- and eight-hour National Ambient Air Quality Standards (NAAQS) for CO that are 35 parts per million (ppm) and 9 parts per million (ppm), respectively.

The roadway intersection forecast to have the highest total volume was SR 679 and Madonna Blvd. The Build and No-Build scenarios for both the opening year (2010) and the design year (2030) were evaluated. The traffic data input used for the evaluation is attached to this memorandum.

Estimates of CO were predicted for the default receptors which are located 10 feet to 150 feet from the edge of the roadway. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for the pollutant with either the No-Build or Build alternatives. As such, the project "passes" the screening model. The results of the screening model are attached to this memorandum.

The project is located in an area that has been designated as Attainment for the 8-hour National Ambient Air Quality Standard for ozone under the criteria provided in the Clean Air Act and therefore, transportation conformity does not apply.