From: Gent, Philip (ECY)
To: "doug.shoop@rl.doe.gov"; "stacy.l.charboneau@rl.doe.gov"
Cc: Jackson, Dale E (dale.jackson@rl.doe.gov); Kaldor, Reed A (Reed_A_Kaldor@rl.gov); Skinnarland, Ron (ECY); Hedges, Jane (ECY); Butler, Drusilla H (Drusilla_H_Butler@rl.gov); Bowser, Dennis W (Dennis_W_Bowser@rl.gov); Martell, P John (DOH); Schmidt, John W (DOH); Brian_P_Rumburg@rl.gov
Subject: Modelled air permitting boundaries
Date: Friday, August 29, 2014 9:52:04 AM

Doug and Stacy,

Jane Hedges informed me you were looking for information on air boundary conditions related to unrestricted public access. Each contractor develops and manages specific air permits for their own emission units and MSA is tasked with rolling all of the individual emission unit permits together to support the Air Operating Permit (AOP). It is in the modelling for each specific unit where boundary conditions were established.

As we discussed, outside the boundary of unrestricted public condition is where the Federal and Washington State Clean Air Acts is enforceable. A large map that depicts this boundary doesn't currently exist, but air modelling maps exist within modeling programs (typically AERMOD) used by Hanford. I've copied one of these maps below (these only evaluates toxic air emissions, not radiological air emissions) from a recent Notice of Construction Application WRPS submitted. The restricted public access section in the middle (outside CAA jurisdiction) is surrounded by the concentrations of modelled Toxic Air Pollutants (TAPs) as the teal, green, violet colors. Please note that Highway 240 is modelled as having unrestricted public access and the white flag is a concentration point near rattlesnake gate.

The Department of Health has additional evaluation considerations and has a meeting with Dale Jackson the first week of September to discuss these.

If you have question, please call me.

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