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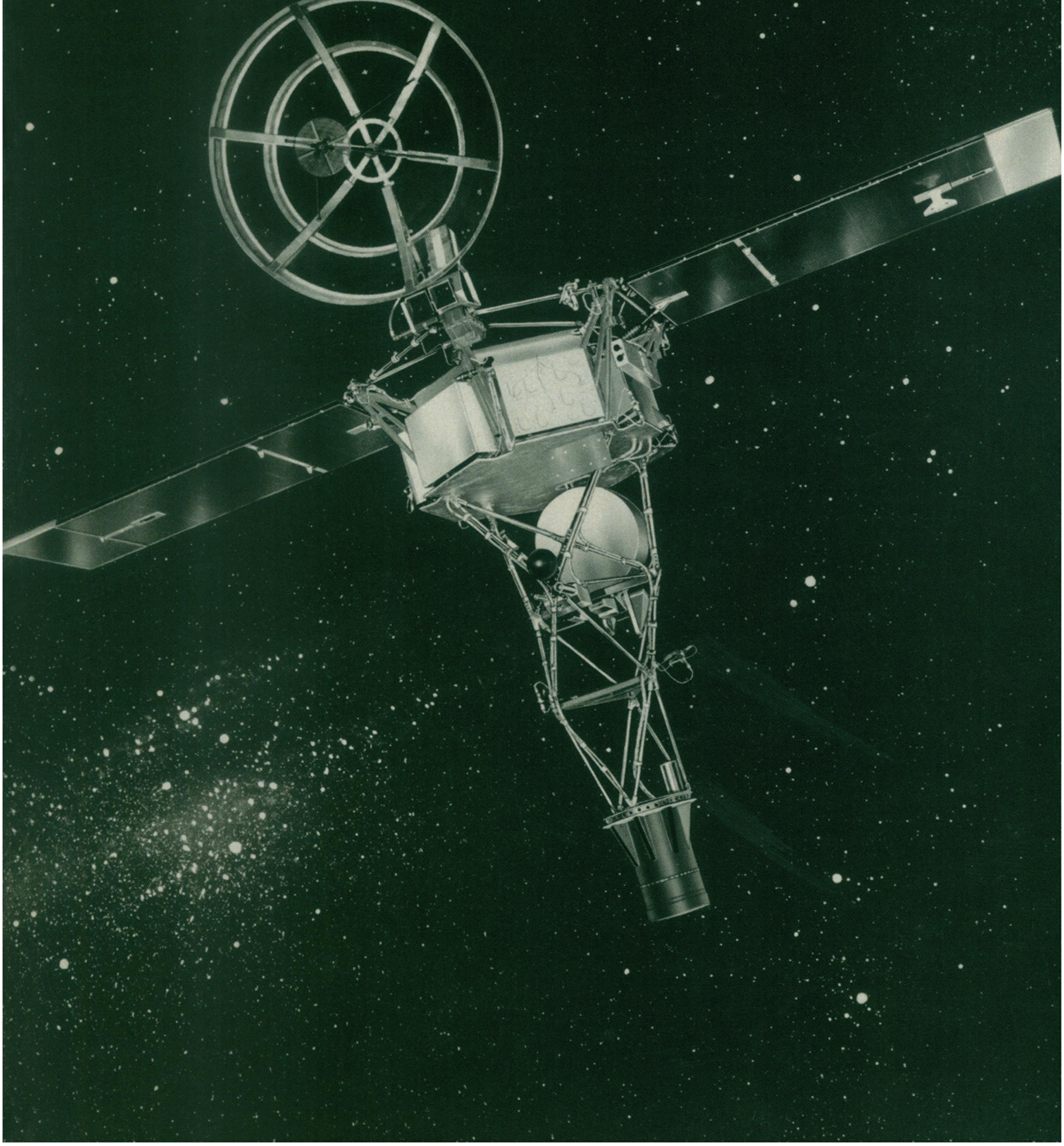
Blazing the Interplanetary Trail



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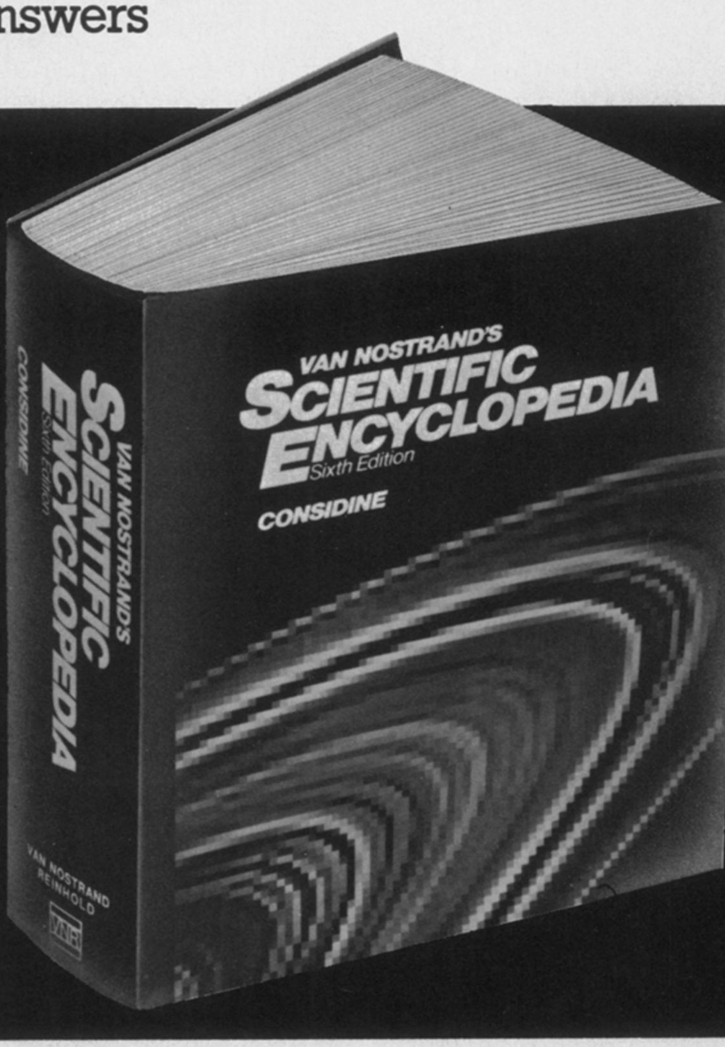

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The Dispersion Analysis

Exhaust dispersion near a roadway is influenced by the turbulence and heat generated by moving vehicles. Findings at the General Motors Research Laboratories have provided a new understanding of the dispersion process.

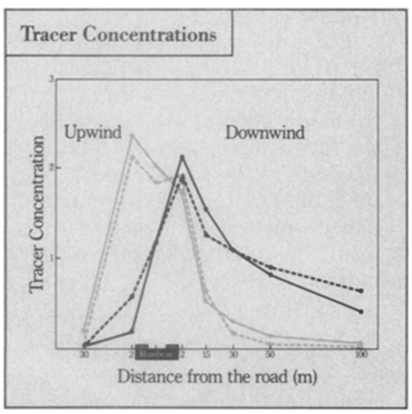
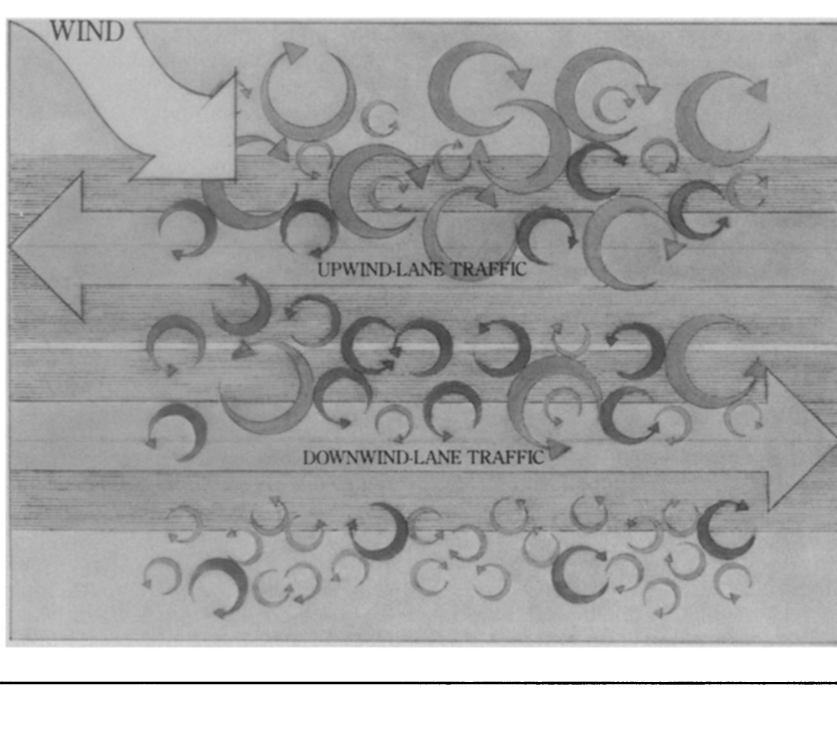


Figure 1: Observed (solid lines) and predicted (dashed lines) tracer concentrations near ground level as a function of distance from the edge of the road. Black lines indicate the case in which the wind is perpendicular to the road; gray lines, when the wind is nearly parallel to the road and opposing the upwind-lane traffic.

Figure 2: This representation of a roadway viewed from above shows the location of large vortices formed by local wind shear when the wind opposes the upwind-lane traffic.



BY USING the conservation-of-mass equation, one can describe the dispersion of gaseous molecules in the atmosphere. The equation includes terms for advection, diffusion, sources and sinks. Advection is the transport of air parcels by the mean wind; diffusion is due mainly to turbulent mixing. But the equation is useful only if we have information about the wind and temperature fields in the atmosphere. Specifically, our ability to predict vehicular exhaust concentrations near a road depends on knowledge of the effects of vehicles on these fields.

The conservation-of-mass equation for the mean concentration of any species, C, is

$$\underbrace{\frac{\partial C}{\partial t}}_{\text{Local rate of change}} + \underbrace{\sum_i \frac{\partial (U_i C)}{\partial x_i}}_{\text{Advection}} = \underbrace{\sum_{i,j} \frac{\partial}{\partial x_i}\left(K_{ij}\frac{\partial C}{\partial x_j}\right)}_{\text{Diffusion}} + \underbrace{So}_{\text{Sources}} + \underbrace{Si}_{\text{Sinks}}$$

where U_i is the mean wind velocity and K_{ij} is the eddy diffusivity tensor. This equation applies when the length scale of mixing is small compared to that of the variation of the mean concentration. Near a road, this condition is met if the averaging time for the concentration and wind velocity is much longer than the time interval of vehicular passage. For a straight roadway, a long averaging time allows one to assume spatial uniformity in the direction parallel to the road, and to ignore the spatial derivatives in that direction.

The input information for K_{ij} and the mean crossroad and vertical wind components near a roadway became available as a result of a large-scale experiment conducted by the General Motors Research Laboratories. The experiment has provided an understanding of the influence of moving vehicles on mechanical turbulence and buoyancy near a roadway. Dr. David Chock was responsible for the design of the experiment and the analysis of the data. The experiment, which duplicated a heavily traveled, level roadway, was conducted under meterological conditions minimizing dispersion.

Moving vehicles affect the mean crossroad and vertical wind components in the following ways. Vehicles act as an obstacle to the mean wind, causing it to slow and move upward as it approaches the vehicles and downward as it leaves the road. In addition, vehicles release heat, which causes a net upward motion. It was established that the increase in the mean vertical wind component due to the exhaust heat was $(B/U)^{1/2}$ where U is the crossroad wind component.

The buoyancy flux, B, is proportional to the heat emission rate of the vehicles.

Moving vehicles also enhance both turbulence intensity and mixing. To determine how this modifies the eddy diffusivity tensor, K_{ij}, Dr. Chock invoked a "second-order closure" assumption, which relates eddy diffusivity to Reynolds stresses and the gradients of mean wind velocity and mean temperature. Eddy diffusivity was assumed to be the sum of ambient and traffic contributions. To determine the traffic contribution, the length scale of the traffic-induced turbulence was assumed to be comparable to vehicle height—1.5 m.

USING THE vast data base compiled during the experiment, Dr. Chock was able to specify K_{ij} and the mean crossroad and vertical wind components, and solve the equation numerically. To test the model, half-hour measurements of a tracer gas were used to map out experimentally the exhaust dispersion under various meteorological conditions. The case where the wind speed is low and the wind direction is nearly perpendicular to the roadway is represented by the black lines in Figure 1. Both the model and the experiment show the same dispersion pattern. The peak concentration is on the downwind roadside.

When the wind is nearly parallel to the road, the situation is much more complicated. Figure 2 shows that when the wind and traffic flow on the upwind lanes oppose each other, a high shear region occurs immediately upwind of the first traffic lane. When the wind and traffic are in the same direction, the high shear region occurs in the median of the road. In these high shear regions, large eddies are generated and turbulent mixing is intense. The gray lines in Figure 1 show a comparison of the model's predictions with the tracer data for the case illustrated by Figure 2. Notice that the peak concentration can actually occur on the upwind roadside, due to the exhaust transport by these large eddies. Dr. Chock's model is the first to predict this occurrence.

Under all combinations of wind speeds and directions, the predictions based on the model compare favorably with the measured tracer concentrations. There is little systematic bias with respect to wind direction.

"In light of this new model, exhaust dispersion near a roadway can now be predicted with reliability," says Dr. Chock. "This is of importance for environmentally sound road planning, and opens the door to the investigation of dispersion on city streets, where the presence of tall structures introduces even further complexity."

THE MAN BEHIND THE WORK

Dr. David Chock is a Senior Staff Research Scientist in the Environmental Science Department at the General Motors Research Laboratories.

Dr. Chock received his Ph.D. in Chemical Physics from the University of Chicago. His thesis concerned the quantum mechanics of molecules and molecular crystals. As a Postdoctoral Fellow at the Free University of Brussels, he did research work on the dynamics of critical phenomena. He did additional postdoctoral work in the fields of solid-state physics and fluid dynamics.

Dr. Chock joined the corporation in 1972. He is leader of the GM atmospheric modeling group. His current research interests include the phenomena of atmospheric transport and reactions, and the statistical study of time-series data.