

## **Section 2**

# **Generic Equipment and Devices**

# **Chapter 1**

## **Hoods, Ductwork and Stacks**

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## **1.1 Introduction**

Most control devices are located some distance from the emission sources they control. This separation may be needed for several reasons. For one thing, there may not be enough room to install the control device close to the source. Or, the device may collect emissions from several sources located throughout the facility and, hence, must be sited at some convenient, equidistant location. Or, it may be that required utility connections for the control device are only available at some remote site. Regardless of the reason, the waste gas stream must be conveyed from the source to the control device and from there to a stack before it can be released to the atmosphere.

The type of equipment needed to convey the waste gas are the same for most kinds of control devices. These are: (1) hoods, (2) ductwork, (3) stacks, and (4) fans. Together, these items comprise a ventilation system. A hood is used to capture the emissions at the source; ductwork, to convey them to the control device; a stack, to disperse them after they leave the device; and a fan, to provide the energy for moving them through the control system. This section covers the first three kinds of equipment. However, because they constitute such a broad and complex subject, fans will be dealt with in another section of this Manual to be developed in the future. Only short stacks (100-120 feet high or less) are covered. Typically, short stacks are included with packaged control systems or added to them. So-called “tall stacks” (“chimneys”), used at power plants or other sources where the exhaust gases must be dispersed over great distances, will not be discussed in this section.

This section presents all the information one would need to develop study ( $\pm 30\%$ -accurate) cost estimates for hoods, ductwork, and stacks. Accordingly, the following sections include: (1) descriptions of the types of equipment used in air pollution control ventilation systems, (2) procedures for sizing (designing) this equipment, and (3) methodologies and data for estimating their capital and annual costs. Throughout the chapter are several illustrations (example problems) that show the reader how to apply the various sizing and costing methodologies.

## **1.2 Equipment Description**

In this section, the kinds of hoods, ductwork, and stacks used in air pollution control systems are described, each in a separate subsection. These descriptions have been based on information obtained from standard ventilation and air pollution control references, journal articles, and equipment vendors.

### 1.2.1 Hoods

Of the several components of an air pollution control system, the capture device is the most important. This should be self-evident, for if emissions are not efficiently captured at the source they cannot be conveyed to and removed by a control device. There are two general categories of capture devices: (1) direct exhaust connections (DEC) and (2) hoods. As the name implies, a DEC is a section of duct (typically an elbow) into which the emissions directly flow. These connections often are used when the emission source is itself a duct or vent, such as a process vent in a chemical manufacturing plant or petroleum refinery. (See following discussion on “Ductwork”.)

Hoods comprise a much broader category than DECs. They are used to capture particulates, gases, and/or mists emitted from a variety of sources, such as basic oxygen steelmaking furnaces, welding operations, and electroplating tanks. The hooded processes are generally categorized as either “hot” or “cold,” a delineation that, in turn, influences hood selection, placement, and design.

The source characteristics also influence the materials from which a hood is fabricated. Mild (carbon) steel is the material of choice for applications where the emission stream is noncorrosive and of moderate temperature. However, where corrosive substances (e.g., acid gases) are present in high enough concentrations, stainless steels or plastics (e.g., fiberglass-reinforced plastic, or FRP) are required. As most hoods are custom-designed and built, the vendor involved would determine which material would be optimal for a given application.

#### 1.2.1.1 Types of Hoods

Although the names of certain hoods vary, depending on which ventilation source one consults, there is general agreement as to how they are classified. There are four types of hoods: (1) enclosures, (2) booths, (3) captor (capture) hoods, and (4) receptor (receiving) hoods.[1,2]

Enclosures are of two types: (1) those that are completely closed to the outside environment and (2) those that have openings for material input/output. The first type is only used when handling radioactive materials, which must be handled by remote manipulators. They are also dust- and gas-tight. These kinds of enclosures are rarely used in air pollution control. The second type, have applications in several areas, such as the control of emissions from electric arc furnaces and from screening and bin filling operations. They are equipped with small wall openings (natural draft openings—”NDOs”) that allow for material to be moved in or out and for ventilation. However, the area of these openings must be small compared with the total area of the enclosure walls (typically, 5% or less).

Another application of total enclosures is in the measurement of the capture efficiency of volatile organic compound (VOC) control devices. Capture efficiency is that fraction of all VOCs generated at, and released by, an affected facility that is directed to the control device. In this application, a total enclosure is a temporary structure that completely surrounds an emitting process so that all VOC emissions are captured for discharge through ducts or stacks. The air flow through the total enclosure must be high enough to keep the concentration of the VOC mixture inside the enclosure within both the Occupational Safety and Health Administration (OSHA) health requirement limits and the vapor explosive limits. (The latter are typically set at 25% of the lower explosive limit (LEL) for the VOC mixture in question.) In addition, the overall face velocity of air flowing through the enclosure must be at least 200 ft/min.[3]

The surfaces of temporary total enclosures are usually constructed either of plastic film or of such rigid materials as insulation panels or plywood. Plastic film offers the advantages of being lightweight, transparent, inexpensive, and easy to work with. However, it is flimsy, flammable, and has a relatively low melting point. In addition, the plastic must be hung on a framework of wood, plastic piping, or scaffolding.

Although rigid materials are more expensive and less workable than plastic, they are more durable and can withstand larger pressure differentials between the enclosure interior and exterior. Total enclosure design specifications (which have been incorporated into several EPA emission standards) are contained in the EPA report, The Measurement Solution: Using a Temporary Total Enclosure for Capture Testing. [4]

Booths are like enclosures, in that they surround the emission source, except for a wall (or portion thereof) that is omitted to allow access by operators and equipment. Like enclosures, booths must be large enough to prevent particulates from impinging on the inner walls. They are used with such operations (and emission sources) such as spray painting and portable grinding, polishing, and buffing operations.

Captor hoods (also termed active or external hoods) do not enclose the source at all. Consisting of one to three sides, they are located at a short distance from the source and draw the emissions into them via fans. Captor hoods are further classified as side-draft/backdraft, slot, downdraft, and high-velocity, low-volume (HVLV) hoods.

A side-draft/back-draft hood is typically located to the side/behind of an emission source, but as close to it as possible, as air velocities decrease inversely (and sharply) with distance. Examples of these include snorkel-type welding hoods and side shake-out hoods.

A slot hood operates in a manner similar to a side-draft/back-draft. However, the inlet opening (face) is much smaller, being long and narrow. Moreover, a slot hood is situated at the periphery of an emission source, such as a narrow, open tank. This type of hood is also employed with bench welding operations.

While slot and side-draft/back-draft hoods are located beside/behind a source, a downdraft hood is situated immediately beneath it. It draws pollutant-laden air down through the source and, thence, to a control device. Applications of down-draft hoods include foundry shake-out and bench soldering and torch cutting operations.

HVLV hoods are characterized by the use of extremely high velocities (capture velocities) to collect contaminants at the source, and by the optimal distribution of those velocities across the hood face. To maintain a low volumetric flow rate, these hoods are located as close to the source as possible, so as to minimize air entrainment.

The last category is receptor hoods (passive or canopy hoods). A receptor hood typically is located above or beside a source, to collect the emissions, which are given momentum by the source. For example, a canopy hood might be situated directly above an open tank containing a hot liquid (a buoyant source). With entrained air, vapors emitted from the liquid would rise into the hood. Here, the canopy hood would function as a passive collector, as the rising gases would be drawn into the hood via natural draft. (See Figure 1.1.)

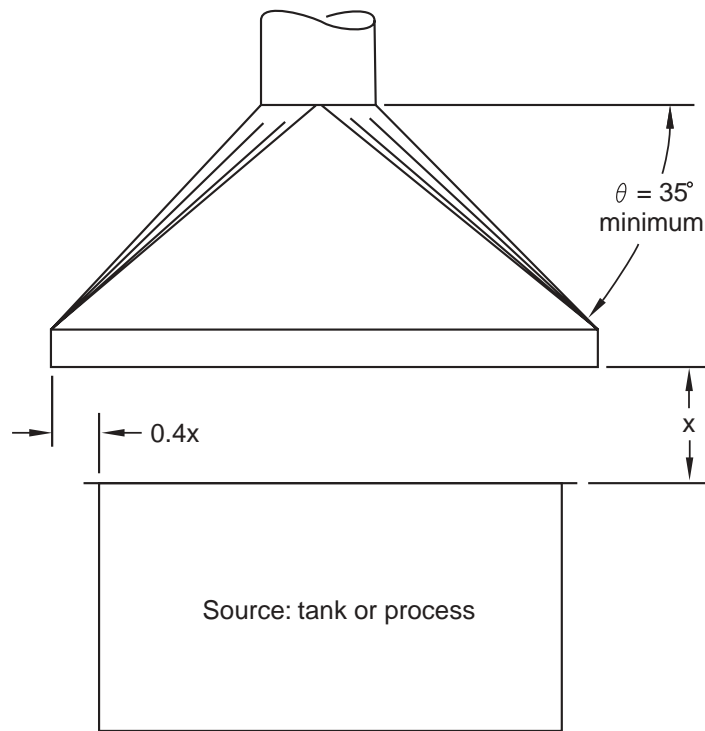
Receptor hoods are also used with nonbuoyant sources, sources from which emissions do not rise. But are “thrown off” from a process, such as a swing grinder. The initial velocity of the emissions typically is high enough to convey them into a receiving hood.[5]

### **1.2.2 Ductwork**

Once the emission stream is captured by either a hood or a direct exhaust connection, it is conveyed to the control device via ductwork. The term “ductwork” denotes all of the equipment between the capture device and the control device. This includes: (1) straight duct; (2) fittings, such as elbows and tees; (3) flow control devices (e.g., dampers); and (4) duct supports. These components are described in Section 1.2.2.1.)

In air pollution control systems, the fan is usually located immediately before or after the control device. Consequently, most of the ductwork typically is under a negative static pressure, varying from a few inches to approximately 20 inches of water column. These pressure conditions dictate the type of duct used, as well as such design parameters as the wall thickness (gauge). For instance, welded duct is preferable to spiral-wound duct in vacuum applications.[6]

Ductwork is fabricated from either metal or plastic, the choice of material being dictated by the characteristics of the waste gas stream, structural considerations, purchase and installation costs, aesthetics, and other factors. Metals used include carbon steel (bare or galvanized), stainless steel, and aluminum. The most commonly used plastics are polyvinyl chloride (PVC) and fiberglass-reinforced plastic (FRP), although polypropylene (PP) and linear polyethylene (LPE) also can be applied. However, one serious drawback to PP and LPE is that both are combustible.[7]



**Figure 1.1:** Typical Canopy Hood Installation

PVC and other plastic ductwork are resistant to a variety of corrosive substances, from aqua regia to 95% sulfuric acid. But plastic ductwork cannot tolerate environmental temperatures above 150°F.[8] Metal ductwork can handle temperatures up to approximately 1000°F, but only certain alloys can tolerate corrosive streams.

In terms of construction, ductwork can be either rigid or flexible. As the name implies, rigid ductwork, whether metal or plastic, has a fixed shape. Conversely, flexible ductwork can be bent to accommodate situations where space is limited or where the layout is so convoluted that rigid fittings cannot meet construction requirements. Usually circular in cross-sectional shape, flexible duct can be fabricated from metals or plastic and can be either insulated or uninsulated.

Rigid ductwork is fabricated into circular, flat oval, or square/rectangular cross-sectional shapes. Of these, circular duct is most commonly used in air pollution control systems. Although square/rectangular duct is advantageous to use when space is limited, round duct offers several advantages. It resists collapsing, provides better transport conditions, and uses less metal than



square/rectangular or flat oval shapes of equivalent cross-sectional area.[9 ] Unless otherwise noted, the following discussion pertains to rigid, circular duct, as this is the type most commonly used in air pollution control.

Rigid metal circular duct is further classified according to method of fabrication. Longitudinal seam duct is made by bending sheet metal into a circular shape over a mandrel, and butt welding the two ends together. Spiral seam duct is constructed from a long strip of sheet metal, the edges of which are joined by an interlocking helical seam that runs the length of the duct. This seam is either raised or flush to the duct wall surface.

Fabrication method and cross-sectional shape are not the only considerations in designing ductwork, however. One must also specify the diameter; wall thickness; type, number, and location of fittings, controllers, and supports; and other parameters. Consequently, most ductwork components are custom designed and fabricated, so as to optimally serve the control device. Some vendors offer prefabricated components, but these are usually common fittings (e.g., 90° elbows) that are available only in standard sizes (e.g., 3- to 12-inch diameter).[10,11]

If either the gas stream temperature or moisture content is excessive, the ductwork may need to be insulated. Insulation inhibits heat loss/gain, saving energy (and money), on the one hand, and prevents condensation, on the other. Insulation also protects personnel who might touch the ductwork from sustaining burns. There are two ways to insulate ductwork. The first is to install insulation on the outer surface of the ductwork and cover it with a vapor barrier of plastic or metal foil. The type and thickness of insulation used will depend on the heat transfer properties of the material. For instance, one vendor states that 4 inches of mineral wool insulation is adequate for maintaining a surface (“skin”) temperature of 140°F (the OSHA workplace limit) or lower, provided that the exhaust gas temperature does not exceed 600°F. [12]

The second way to insulate ductwork is by using double-wall, insulated duct and fittings. Double-wall ductwork serves to reduce both heat loss and noise. One vendor constructs it from a solid sheet metal outer pressure shell and a sheet metal inner liner with a layer of fiberglass insulation sandwiched between. The insulation layer is typically 1-inch, although 2- and 3-inch thicknesses are available for more extreme applications. The thermal conductivities of these thicknesses are 0.27, 0.13, and 0.09 Btu/hr-ft<sup>2</sup>-°F, respectively.[13]

#### 1.2.2.1 Ductwork Components

As discussed above, a ductwork system consists of straight duct, fittings, flow control devices, and supports. Straight duct is self-explanatory and easy to visualize. The “fittings” category, however, encompasses a range of components that perform one or more of the following functions: change the direction of the ducted gas stream, modify the stream velocity, tie it to another duct(s), facilitate the connection of two or more components, or provide for expansion/contraction when thermal stresses arise.

The most commonly used fittings are elbows (“ells”). These serve to change the gas stream direction, typically by 30°, 45°, 60°, or 90°, though they may be designed for other angles as well. The elbow centerline radius determines the rate at which this directional change occurs. (See Figure 1.2.) The standard centerline radius ( $R_{cl}$ ) is 1.5 times the elbow cross-sectional diameter ( $D_c$ ). However, in “long-radius” elbows, in which the directional change is more gradual than in standard elbows,  $R_{cl}$  is greater than or equal to 2 times  $D_c$ . [14]

A T-shaped fitting (“tee”) is used when two or more gas streams must be connected. In straight tees, the streams converge at a 90° angle, while in angle tees (“laterals”, “wyes”) the connection is made at 30°, 45°, 60°, or some other angle. (See Figure 1.2.) Tees may have one “tap” (connection) or two, and may have either a straight or a “conical” cross-section at either or both ends. Crosses are also used to connect duct branches. Here, the two branches intersect each other at a right angle.

Reducers (commonly called “expansions” or “contractions”) are required whenever ducts of different diameter must be joined. Reducers are either concentric or eccentric in design. In concentric reducers, the diameter tapers gradually from the larger to smaller cross section. However, in eccentric reducers, the diameter decreases wholly on one side of the fitting.

Dampers control the volumetric flowrate through ventilation systems. They are usually delineated according to the flow control mechanism (single blade or multiblade), pressure rating (low/light or high/heavy), and means of control (manual or automatic). In single blade dampers, a circular plate is fastened to a rod, one end of which protrudes outside the duct. In the most commonly used type of single blade damper (butterfly type), this rod is used to control the gas flow by rotating the plate in the damper. Fully closed, the damper face sits perpendicular to the gas flow direction; fully open, the face is parallel to the gas flow lines. Several single blade “control” dampers are depicted in Figure 1.2.

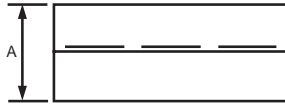
Blast gate dampers control the flow by sliding the damper blade in and out of the duct. Blast gates are often used to control the flow of air streams containing suspended solids, such as in pneumatic conveyors. In these respects, butterfly dampers and blast gates are analogous, respectively, to the globe valves and quick-opening gate valves that are used to regulate liquid flow in pipes.

Multiblade (louvered) dampers operate on the same principal as single blade dampers. However, instead of using a single blade or plate to control the gas flow, multiblade dampers employ slats that open and close like venetian blinds. [15] Louvered dampers typically are used in very large ducts where a one-piece damper blade would be too difficult to move.

Manually-controlled dampers simply have a handle attached to the control rod which is used to adjust the gas flow by hand. If automatic control is needed, a pneumatic or electronic

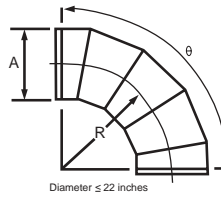
### LONGITUDINAL SEAM DUCT

(Solid welded longitudinal seam)



**DIMENSIONS:**  
8-inch minimum  
90-inch maximum

### GORED ELBOW



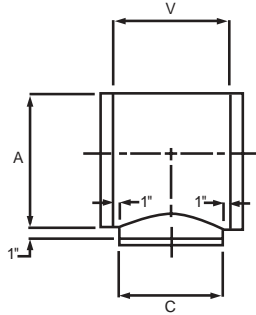
**DIMENSIONS:**  
 $R = 1.5A$

Where:

| $\theta$ | Number of gores |
|----------|-----------------|
| 0 - 35°  | 2               |
| 36 - 71° | 3               |
| 72 - 90° | 5               |

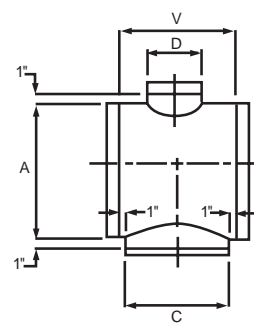
For elbows where  $\theta$  exceeds 90°, add one gore for each additional 18° or fraction thereof.

### STRAIGHT TEE



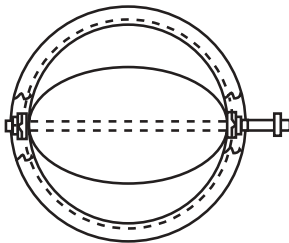
**DIMENSIONS:**  
 $V = C + 2$   
Maximum  $C = A$

### STRAIGHT 90° CROSS



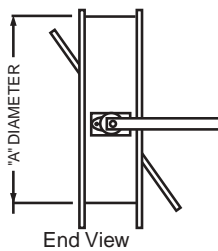
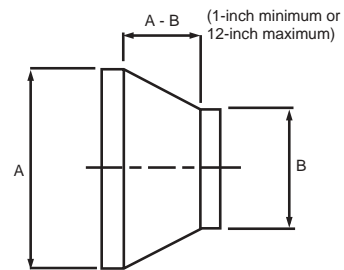
**DIMENSIONS:**  
 $V = C + 2$   
Maximum  $C$  or  $D = A$

### DAMPERS



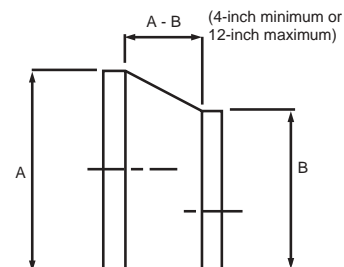
Face View

### CONCENTRIC REDUCER



End View

### ECCENTRIC REDUCER



**Figure 1.2:** Selected Circular Ductwork Components[14]

actuator is used. The actuator receives a pneumatic (pressurized air) or electrical signal from a controller and converts it to mechanical energy which is used, in turn, to open/close the damper via the damper rod. In this respect, an actuated damper is analogous to an automatic control valve.[16] For example, an automatic damper may be used to control the dilution air flow rate to an incinerator combustion chamber. This flow rate, in turn, would depend on the combustibles concentration (i.e., percentage of lower explosive limit—%LEL) in the inlet waste gas stream. If this concentration deviates from a predetermined amount (“set point”), a signal is sent from the measuring device via the controller to the automatic damper to increase/decrease the dilution air flow rate so as to maintain the desired %LEL.

Expansion joints are installed, especially in longer metal duct runs, to allow the ductwork to expand or contract in response to thermal stresses. These fittings are of several designs. One type, the bellows expansion joint, consists of a piece of flexible metal (e.g., 304 stainless steel) that is welded to each of two duct ends, connecting them. As the temperature of the duct increases, the bellows compresses; as the duct temperature decreases, the bellows expands. Another commonly used expansion joint consists of two flanges between which is installed a section of fabric. Like the bellows expansion joint, it compresses as the duct temperature increases, and vice-versa. The temperature dictates the type of fabric used. For instance, silicone fiberglass and aramid fiber cloth can be used for duct temperatures of up to 500°F., while coated fiberglass cloth is needed to accommodate temperatures of 1000°F.[17]

The last component to consider is the ductwork support system. However, it is far from being the least important. As the Sheet Metal and Air Conditioning Contractors’ National Association (SMACNA) HVAC Duct Construction Standards manual states, “The selection of a hanging system should not be taken lightly, since it involves not only a significant portion of the erection labor, but also because [the erection of] an inadequate hanging system can be disastrous.” As a rule, a support should be provided for every 8 to 10 feet of duct run.[18] Ductwork can be suspended from a ceiling or other overhead structure via hangers or supported from below by girders, pillars, or other supports.

A suspension arrangement typically consists of an upper attachment, a hanger, and a lower attachment. The upper attachment ties the hanger to the ceiling, etc. This can be a concrete insert, an eye bolt, or a fastener such as a rivet or nailed pin. The hanger is generally a strap of galvanized steel, round steel rod, or wire that is anchored to the ceiling by the upper attachment. The type of hanger used will be dictated by the duct diameter, which is proportional to its weight per lineal foot. For instance, wire hangers are only recommended for duct diameters up to 10 inches. For larger diameters (up to 36 inches), straps or rods should be used. Typically, a strap hanger is run from the upper attachment, wrapped around the duct, and secured by a fastener (the lower attachment). A rod hanger also extends down from the ceiling. Unlike strap hangers, they are fastened to the duct via a band or bands that are wrapped around the circumference. Duct of diameters greater than 3 feet should be supported with two hangers, one on either side of the duct, and be fastened to two

circumferential bands, one atop and one below the duct.[19] Moreover, supports for larger ductwork should also allow for both axial and longitudinal expansion and contraction, to accommodate thermal stresses.[20]

### **1.2.3 Stacks**

Short stacks are installed after control devices to disperse the exhaust gases above ground level and surrounding buildings. As opposed to “tall” stacks, which can be up to 1,000 feet high, short stacks typically are no taller than 120 feet. Certain packaged control devices come equipped with short (“stub”) stacks, with heights ranging from 30 to 50 feet. But if such a stack is neither provided nor adequate, the facility must erect a separate stack to serve one or more devices. Essentially, this stack is a vertical duct erected on a foundation and supported in some manner. For structural stability, the diameter of the stack bottom is slightly larger than the top diameter, which typically ranges from 1 to 7 feet.[21]

A short stack may be fabricated of steel, brick, or plastic (e.g., fiberglass-reinforced plastic, or FRP). A stack may be lined or unlined. The material selection depends on the physical and chemical properties of the gas stream, such as corrosiveness and acidity, as well as the temperature differential between the gas stream and the ambient air. Liners of stainless steel, brick, or FRP usually are used to protect the stack against damage from the gas stream. They are much easier and less expensive to replace than the entire stack. Alternatively, the interior of an unlined stack may be coated with zinc (galvanized), aluminum, or another corrosion-resistant material, but a coating does not provide the same protection as a liner and does not last as long.

Short stacks are either self-supporting (free-standing), supported by guy wires, or fastened to adjacent structures. The type of support used depends on the stack diameter, height and weight, the wind load, local seismic zone characteristics, and other factors.

Auxiliary equipment for a typical stack includes an access door, a sampling platform, ladders, lightning protection system, and aircraft warning lights. The access door allows for removal of any accumulated materials at the bottom of the stack and provides access to the liner for repair or replacement. Local and state air pollution control regulations also may require the permanent installation of sampling platforms for use during periodic compliance tests, while ladders are used both during stack sampling and maintenance procedures. The lightning protection system is needed to prevent damage to the stack and immediate surroundings during electrical storms. Lastly, aircraft warning lights are required by local aviation authorities.[23] Altogether, these auxiliaries can add a large amount to the base stack cost.

## 1.3 Design Procedures

As stated above, a hood, ductwork, and a stack are key elements in any air pollution control system. Because each of these elements is different, both in appearance and function, each must be designed separately. But at the same time, these elements comprise a system, which is governed by certain physical laws that serve to unite these elements in “common cause.” Thus, before the individual design procedures for hoods, ductwork, and stacks are described, ventilation fundamentals will be presented. These fundamentals will cover basic fluid flow concepts and how they may be applied to air pollution control ventilation systems. Nonetheless, these concepts will be given as straightforwardly as possible, with the aim of making the design parameters easy to understand and compute.

### 1.3.1 Design Fundamentals

#### 1.3.1.1 The Bernoulli Equation

The flow of fluids in any hood, duct, pipe, stack, or other enclosure is governed by a single relationship, the familiar Bernoulli equation. Put simply and ideally, the Bernoulli equation states that the total mechanical energy of an element of flowing fluid is constant throughout the system. This includes its potential energy, kinetic energy, and pressure energy. However, as no system is ideal, the Bernoulli equation must be adjusted to take into account losses to the surroundings due to friction. Gains due to the energy added by fans, pumps, etc., also must be accounted for. For a pound mass ( $\text{lb}_m$ ) of fluid flowing in a steady-state system the adjusted Bernoulli equation is:[24]

$$\int_1^2 v dp + \Delta z \left( \frac{g}{g_c} \right) + \frac{\Delta(u^2)}{2 g_c} = W - F \quad (1.1)$$

where

|       |   |   |
|-------|---|---|
| $v$   | = | specific volume of fluid ( $\text{ft}^3/\text{lb}_m$ )                                    |
| $p$   | = | static pressure—gauge ( $\text{lb}_f/\text{ft}^2$ )                                       |
| $z$   | = | height of fluid above some reference point (ft)   |
| $u$   | = | fluid velocity through duct, hood, etc. (ft/sec)  |
| $g$   | = | gravitational acceleration ( $\text{ft}/\text{sec}^2$ )                                   |
| $g_c$ | = | gravitational constant ( $32.174$ ( $[\text{lb}_m\text{-ft}/\text{sec}^2]/\text{lb}_f$ )) |
| $W$   | = | work added by fan, etc. ( $\text{ft}\text{-lb}_f/\text{lb}_m$ )                           |
| $F$   | = | energy lost due to friction ( $\text{ft}\text{-lb}_f/\text{lb}_m$ )                       |

Each of the terms on the left hand side of Equation 1.1 represents an energy change to a pound mass of fluid between two locations in the system—points “1” and “2.” The work ( $W$ ) and friction ( $F$ ) terms denote the amounts of energy added/lost between points 1 and 2.

Note that the units of each term in Equation 1.1 are “ft-lb<sub>f</sub>/lb<sub>m</sub>,” energy per unit mass. In the English system of units, “lb<sub>f</sub>” and “lb<sub>m</sub>” are, for all intents, numerically equivalent, since the ratio of the gravitational acceleration term ( $g$ ) to the gravitational constant ( $g_c$ ) is very close to 1. In effect the equation unit are “feet of fluid” or “fluid head in feet.” In air pollution control situations, the fluid often has the properties of air. That is because the contaminants in the waste gas stream are present in such small amounts that the stream physical properties approximate those of pure air.

Because air is a “compressible” fluid, its specific volume is much more sensitive to changes in pressure and temperature than the specific volume of such “incompressible” fluids such as water. Hence, the “vdp” term in Equation 1.1 has to be integrated between points 1 and 2. However, in most air pollution control ventilation systems neither the pressure nor the temperature changes appreciably from the point where the emissions are captured to the inlet of the control device. Consequently, the specific volume is, for all practical purposes, constant throughout the ventilation system, and one does not have to integrate the vdp term. With this assumption, the first term in Equation 1.1 becomes simply:

$$\int_1^2 v dp = v \int_1^2 dp = v \Delta p \quad (1.2)$$

**Illustration:** VOC emitted by an open tank is captured by a hood and conveyed, via a blower, through 150 feet of 12-inch diameter ductwork to a refrigerated condenser outdoors. The blower, which moves the gas through the hood, ductwork, and condenser, is located immediately before the inlet to the condenser. Thus, the entire ventilation system is under vacuum. The stream temperature and absolute pressure are 100°F and approximately 1 atmosphere (14.696 lb<sub>f</sub>/in<sup>2</sup>), respectively. The elevation of the refrigerated condenser inlet is 30 feet below that of the tank. The air velocity at the source is essentially zero, while the duct transport velocity is 2,000 ft/min. The static gauge pressure increases from -0.50 in. w.c. (water column) at the source to 4.5 in. w.c. at the blower outlet. Finally, the calculated friction loss through the ductwork and hood totals 1.25 in. w.c. Calculate the amount of mechanical energy that the blower adds to the gas stream. Assume that the gas temperature remains constant throughout.

**Solution:**

First, develop a factor to convert “inches of water” to “feet of air”:

$$Feet\ of\ air = (Inches\ of\ water) \left( \frac{1\ ft}{12\ in} \right) \left( \frac{v_{a100}}{v_{w100}} \right) \quad (1.3)$$

where

$$\begin{aligned}v_{w100} &= \text{specific volume of water @ } 100^\circ\text{F} = 0.01613 \text{ ft}^3/\text{lb}_m \\v_{a100} &= \text{specific volume of air @ } 100^\circ\text{F, 1 atmosphere}\end{aligned}$$

Because the system absolute pressure is close to atmospheric, the waste gas behaves as an ideal gas. Thus, the specific volume can be calculated from the ideal gas law:

$$v_a = \frac{RT}{pM} \quad (1.4)$$

where

$$\begin{aligned}R &= \text{ideal gas constant} = 1,545 \text{ ft}\cdot\text{lb}_f/(\text{lb}_m\text{-mole})(\text{ER}) \\T &= \text{absolute temperature of gas} = 100 + 460 = 560\text{ER} \\M &= \text{molecular weight of gas (air)} = 28.85 \text{ lb}_m/\text{lb}_m\text{-mole} \\p &= \text{absolute pressure} = 2,116 \text{ lb}_f/\text{ft}^2\end{aligned}$$

Substituting, we obtain:

$$v_a = 14.17 \frac{\text{ft}^3}{\text{lb}_m}$$

Finally, substitution of these values for  $v_a$  and  $v_w$  into Equation 1.3 yields:

$$\text{Feet of air (@ } 100^\circ\text{F, 1 atm)} = 73.207 \times \text{inches of water}$$

Compute the changes in the mechanical energy terms and the friction losses between the hood inlet (point 1) and the blower outlet/condenser inlet (point 2):

$$\text{Pressure: } v\Delta p = (4.5 - [-0.50] \text{ in. w.c.}) \left( \frac{73.207 \text{ ft air}}{\text{in. w.c.}} \right) = 336.0 \text{ ft air}$$

$$\text{Potential: } \Delta z = -30 \text{ ft air (point 2 is below point 1)}$$



$$\text{Kinetic: } \Delta u^2 / 2g_c = \left( \frac{\left[ \frac{2,000 \frac{ft}{min}}{60 \frac{ft}{min}} \right]}{\left[ \frac{1 \frac{ft}{sec}}{1 \frac{ft}{sec}} \right]} \right) \times \left( \frac{1}{2} \right) \left( \frac{32.174 \left[ \frac{lb_m - \frac{ft}{sec^2}}{lb_f} \right]}{lb_f} \right)^{-1} = 17.3 \text{ ft air}$$

$$\text{Friction losses: } F = 1.25 \text{ in. w.c} \times 73.207 = 91.5 \text{ ft air}$$

Substitute above results into Equation 1.1 and solve for  $W$ , the fan energy added:

$$366.0 + (-30) + 17.1 = W - 91.5, \text{ or}$$

$$W = 44.6 \frac{ft - lb_f}{lb_m \text{ air}} = 6.07 \text{ in. w.c.}$$

To convert the fan energy input,  $W$ , to horsepower ( $hp_f$ ), we would have to multiply it by the air mass flow rate ( $lb_m / \text{sec}$ ), and divide the result by the horsepower conversion factor, 550 ft-lb<sub>f</sub>/sec-hp. However, the mass flow rate is just the volume flow rate ( $Q$ , ft<sup>3</sup>/sec) divided by the specific volume:

$$hp_f = W \left( \frac{Q}{v_a} \right) \left( \frac{1}{550} \right) = 0.001818 \frac{WQ}{v_a} \quad (1.5)$$

In turn,  $Q$  is a function of the duct velocity ( $u_r$ , ft/sec) and duct diameter ( $D_r$ , ft):

$$Q = u_t \left( \frac{\pi D_d^2}{4} \right) \quad (1.6)$$

Equation 1.6 applies, of course, only to circular ducts.

If we combine Equations 1.5 and 1.6 and substitute the inputs for this illustration, we obtain:

$$hp_f = 444.6 \left( \frac{2,000}{60} \right) \left( \frac{\pi}{4} \right) (1)^2 \left( \frac{1}{14.17} \right) \left( \frac{1}{550} \right) = 1.49 \text{ hp}$$

Some observations about this illustration:

- Recall that the precise units for  $W$  and the other terms in Equation 1.1 are “ft-lb<sub>f</sub> per b<sub>m</sub> air,” which, for convenience, have been shortened to “ft air”. Thus, they measure energy, not length.
- Compared to the pressure energy and friction terms, the potential and kinetic energy terms are small. Had they been ignored, the results would not have changed appreciably.
- The large magnitude of the pressure and friction terms clearly illustrates the importance of keeping one’s units straight. As shown in step (1), one inch of water is equivalent to over 73 feet of air. However, as Equation 1.3 indicates, the pressure corresponding to equivalent heights of air and water columns would be the same.
- The fan power input depends not just on the total “head” (ft air) required, but also on the gas flow rate. Also, note that the horsepower computed via Equation 2.5 is a theoretical value. It would have to be adjusted to account for the efficiencies of the fan and fan motor. The fan efficiency ranges from 40 to 70 percent, while the motor efficiency is typically 90 percent. These efficiencies are usually combined into a single efficiency ( $\epsilon$ , fraction), by which the theoretical horsepower is divided to obtain the actual horsepower requirement.

#### 1.3.1.2 Pressure: Static, Velocity, and Total

Although it is more rigorous and consistent to express the Bernoulli equation terms in terms of feet of air (or, precisely, ft-lb<sub>f</sub>/lb<sub>m</sub> of air), industrial ventilation engineers prefer to use the units “inches of water column (in. w.c).” These units were chosen because, as the above illustration shows, results expressed in “feet of air” are often large numbers that are cumbersome to use. In addition, the total pressure changes in ventilation systems are relatively small, compared to those in liquid flow systems. Total pressure changes expressed in inches of mercury would be small numbers which are just as awkward to work with as large numbers. Hence, “inches of water” is a compromise, as values expressed in this measurement unit typically range from only 1 to 10. Moreover, practical measurement of pressure changes is done with water-filled manometers.

In the previous paragraph, a new quantity was mentioned, total pressure ( $TP$ ). Also known as the “impact pressure”, the total pressure is the sum of the static gauge ( $SP$ ) and velocity pressures ( $VP$ ) at any point within a duct, hood, etc., all expressed in in. w.c.[25] That is:

$$TP = SP + VP \quad (1.7)$$

where

$$\begin{aligned} SP &= (cf)vp \\ VP &= (cf)u^2/2g_c \end{aligned}$$

The “*cf*” in the expressions for *SP* and *TP* is the factor for converting the energy terms from “ft air” to “in. w.c.”, both at standard temperature and absolute pressure (70°F, 1 atmosphere). (Again, keep in mind that, regardless of what units *SP* or *VP* are expressed in, the actual units are “energy per unit mass.”) This conversion factor, *cf*, would be obtained via rearranging Equation 1.3:

$$cf = \frac{\text{in. w. c.}}{\text{ft. air}} = 12 \left( \frac{v_{w70}}{v_{a70}} \right) \quad (1.8)$$

where

$$\begin{aligned} v_{w70} &= \text{specific volume of water at } 70^\circ\text{F} = 0.01605 \text{ (ft}^3/\text{lb}_m) \\ v_{a70} &= \text{specific volume of air at } 70^\circ\text{F} = 13.41 \text{ (ft}^3/\text{lb}_m) \end{aligned}$$

Thus:  $cf = 0.01436$  in. w.c./ft air

Clearly, the conversion factor varies as a function of temperature and pressure. For instance, at 100°F and 1 atmosphere,  $cf = 1/73.207 = 0.01366$ .

Conspicuously absent from Equation 1.7 is the potential energy term, “ $z(g/g_c)$ ”. This omission was not inadvertent. In ventilation systems, the potential energy (*P.E.*) is usually small compared to the other terms. (For example, see illustration above.) The *P.E.* is, of course, a function of the vertical distance of the measurement point in question from some datum level, usually the ground. At most, that distance would amount to no more than 20 or 30 feet, corresponding to a *P.E.* of approximately 0.3 to 0.4 in. w.c. Consequently, we can usually ignore the *P.E.* contribution in ventilation systems without introducing significant error.

The static gauge pressure in a duct is equal in all directions, while the velocity pressure, a function of the gas velocity, varies across the duct face. The duct velocity is highest at the center and lowest at the duct walls. However, for air flowing in a long, straight duct, the average velocity across the duct ( $u$ ) approximates the center line velocity ( $u_{cl}$ ). [26] This is an important point, for the average duct velocity is often measured by a pitot tube situated at the center of the duct.

By substituting for  $c_f$  in Equation 1.7, we can obtain a simple equation that relates velocity to velocity pressure (VP) at standard conditions:

$$VP = \frac{0.0143u_t^2}{2g_c} \quad (1.9)$$

Solving:

$$u_t \left( \frac{ft}{sec} \right) = 66.94 (VP)^{1/2} \quad (1.10)$$

Or:

$$u_t \left( \frac{ft}{min} \right) = 4,016 (VP)^{1/2} \quad (1.11)$$

Incidentally, these equations apply to any duct, regardless of its shape.

As Burton describes it, static gauge pressure can be thought of as the “stored” energy in a ventilation system. This stored energy is converted to the kinetic energy of velocity and the losses of friction (which are mainly heat, vibration, and noise). Friction losses fall into several categories:[27]

- Losses through straight duct
- Losses through duct fittings—elbow tees, reducers, etc.
- Losses in branch and control device entries
- Losses in hoods due to turbulence, shock, vena contracta
- Losses in fans
- Losses in stacks

These losses will be discussed in later sections of this chapter. Generally speaking, much more of the static gauge pressure energy is lost to friction than is converted to velocity pressure energy. It is customary to express these friction losses ( $\Delta SP_f$ ) in terms of the velocity pressure:

$$F = \Delta SP_f = kVP \quad (1.12)$$

where

$k$  = experimentally-determined loss factor (unitless)

Alternatively, Equations 1.11 and 1.12 may be combined to express  $F$  (in. w.c.) in terms of the average duct velocity,  $u_t$  (ft/min):

$$F = (6.200 \times 10^{-8}) k u_t^2 \quad (1.13)$$

### 1.3.1.3 Temperature and Pressure Adjustments

Equations 1.8 to 1.13 were developed assuming that the waste gas stream was at standard temperature and pressure. These conditions were defined as 70°F and 1 atmosphere (14.696 lb<sub>f</sub>/in<sup>2</sup>), respectively. While 1 atmosphere is almost always taken as the standard pressure, several different standard temperatures are used in scientific and engineering calculations: 32°F, 68°F, and 77°F, as well as 70°F. The standard temperature selected varies according to the industry or engineering discipline in question. For instance, industrial hygienists and air conditioning engineers prefer 70°F as a standard temperature, while combustion engineers prefer 77°F.

Before these equations can be used with waste gas streams which are not at 70°F and 1 atmosphere, their variables must be adjusted. As noted above, waste gas streams in air pollution control applications obey the ideal gas law. From this law the following adjustment equation can be derived:

$$Q_2 = Q_1 \left( \frac{T_2}{T_1} \right) \left( \frac{P_1}{P_2} \right) \quad (1.14)$$

where

$Q_2, Q_1$  = gas flow rates at conditions 2 and 1, respectively (actual ft<sup>3</sup>/min)

$T_2, T_1$  = absolute temperatures at conditions 2 and 1, respectively (°R)

$P_2, P_1$  = absolute pressures at conditions 2 and 1, respectively (atm)

However, according to Equation 1.6:

$$Q = u_t \left( \frac{\pi D_d^2}{4} \right)$$

If Equations 1.6 and 1.14 were combined, we would obtain:

$$u_{t2} = u_{t1} \left( \frac{T_2}{T_1} \right) \left( \frac{P_1}{P_2} \right) \left( \frac{D_{d2}^2}{D_{d1}^2} \right) \quad (1.15)$$

This last expression can be used to adjust  $u_t$  in any equation, as long as the gas flow is in circular ducts.

### 1.3.2 Hood Design Procedure

#### 1.3.2.1 Hood Design Factors

When designing a hood, several factors must be considered:[28]

- Hood shape
- Volumetric flow rate
- Capture velocity
- Friction

Each of these factors and their interrelationships will be explained in this section.

As discussed in Section 1.2.1, the hood shape is determined by the nature of the source being controlled. This includes such factors as the temperature and composition of the emissions, as well as the dimensions and configuration of the emission stream. Also important are such environmental factors as the velocity and temperature of air currents in the vicinity.

The hood shape partly determines the volumetric flow rate needed to capture the emissions. Because a hood is under negative pressure, air is drawn to it from all directions. Consider the simplest type of hood, a plain open-ended duct. Now, envision an imaginary sphere surrounding the duct opening. The center of this sphere would be at the center of the duct opening, while the sphere radius would be the distance from the end of the duct to the point where emissions are captured. The air would be drawn through this imaginary sphere and into the duct hood. Now, the volume of air drawn through the sphere would be the product of the sphere surface area and the hood capture velocity,  $u_c$ :[29]

$$Q = u_c (4\pi x^2) \quad (1.16)$$

where

$x$  = radius of imaginary sphere (ft)

Equation 1.16 applies to a duct whose diameter is small relative to the sphere radius. However, if the duct diameter is larger, the capture area will have to be reduced by the cross-sectional area of the duct ( $D_d$ ), or:

$$Q = u_c \left( 4\pi x^2 - \frac{\pi D_d^2}{4} \right) \quad (1.17)$$

Similarly, if a flange were installed around the outside of the duct end, the surface area through which the air was drawn—and the volume flow rate—would be cut in half. That occurs because the flange would, in effect, block the flow of air from points behind it. Hence:

$$Q = u_c (2\pi x^2) \quad (1.18)$$

From these examples, it should be clear that the hood shape has a direct bearing on the gas flow rate drawn into it. But Equations 1.16 to 1.18 apply only to hoods with spherical flow patterns. For other hoods, other flow patterns apply—cylindrical, planal, etc. We can generalize this relationship between volumetric flow rate and hood design parameters as follows:

$$Q = f(u_i, x, Sh) \quad (1.19)$$

where

“ $f(\dots)$ ” denotes “function of...”

“ $Sh$ ” indicates hood shape factors

$u_i$  = design velocity—capture, face, slot

Table 1.1 lists design equations for several commonly used hood shapes. As this table shows,  $Q$  is a function of  $x$ , the hood shape, and, in general, the capture velocity ( $u_c$ ). In the case of a booth hood, the design velocity is the hood face velocity ( $u_f$ ). For slotted side-draft and back-draft hoods, the slot velocity ( $u_s$ ) is the design velocity. In practice, both the hood face and slot velocities are the same, as each measures the speed at which the gas passes through the hood inlet opening(s).

**Table 1.1:** Design Equations, Loss Factors, and Coefficients of Entry for Selected Hood Types[2]

| Hood Type                                   | Design Equation   | Loss Factor ( $k_h$ ) | Coefficient of Entry ( $C_e$ ) |
|---|-------------------|-----------------------|--------------------------------|
| Duct end (round)                            | $Q = 4 x^2 u_c$   | 0.93                  | 0.72                           |
| Flanged duct end (round)                    | $Q = 2 x^2 u_c$   | 0.50                  | 0.82                           |
| Free-standing slot hood                     | $Q = 2 x L u_c$   | 1.78                  | 0.55                           |
| Slot hood w/ sides, back                    | $Q = 0.5 x L u_c$ | 1.78                  | N/A                            |
| Tapered hood                                | $Q = 2 x u_c$     | 0.06 <sup>1</sup>     | 0.97                           |
| Booth hood w/ tapered take-off duct (round) | $Q = u_f A_h$     | 0.25                  | 0.89                           |
| Canopy hood                                 | $Q = 1.4 P x u_c$ | 0.25                  | 0.89                           |
| Canopy hood w/ insert                       | $Q = 1.4 P x u_c$ | 1.0                   | 0.71                           |
| Dip tank hood (slotted)                     | $Q = 125 A_t$     | 1.78                  | N/A                            |
| Paint booth hood                            | $Q = 100 A_b$     | 0.25                  | N/A                            |

<sup>1</sup> Both  $k_h$  and  $C_e$  pertain to round ducts and to hoods with a 45° taper. At other angles,  $k_h$  and  $C_e$  will differ.

- N/A = Not applicable  
 $Q$  = flow rate drawn into hood (ft<sup>3</sup>/min)  
 $x$  = distance from hood to source (ft)  
 $u_c$  = hood capture velocity (ft/min)  
 $u_f$  = hood face velocity (ft/min)  
 $u_s$  = hood slot velocity (ft/min)  
 $A_h$  = hood vace area (ft<sup>2</sup>)  
 $P$  = perimeter of source (ft)  
 $L$  = width of hood slot (ft)  
 $A_t$  = tank + drainboard surface area (ft<sup>2</sup>)  
 $A_b$  = booth cross-sectional area (ft<sup>2</sup>)

When gas enters a hood, there is mechanical energy loss due to friction. This friction loss is calculated using Equations 1.1 and 1.2, assuming that the potential energy contribution from gravity,  $\Delta z (g/g_c)$ , and the work added to the system,  $W$ , are both zero. Thus:

$$vp_2 - vp_1 + \frac{u_2^2}{2g_c} - \frac{u_1^2}{2g_c} = -F \quad (1.20)$$

Replacing these terms with the corresponding ones from Equations 2.7 and 2.12, we obtain:

$$SP_2 - SP_1 + VP_2 - VP_1 = -H_c = -k_h VP_2 \quad (1.21)$$



where

- $SP_i$  = static gauge pressure at point i (in. w.c.)  
 $VP_i$  = velocity pressure at point i (in. w.c.)  
 $H_c$  = hood entry loss (in. w.c.)  
 $k_h$  = hood loss factor (unitless)

In this equation, subscript 1 refers to a point just outside the hood face. Subscript 2 denotes the point in the duct, just downstream of the hood, where the duct static pressure,  $SP_2$  or  $SP_h$  and the duct transport velocity,  $u_2$  or  $u_t$  are measured. At point 1, the hood velocity pressure,  $VP_1$ , is essentially zero, as the air velocity there is negligible. Moreover, the static gauge pressure,  $SP_1$ , will be zero, as the absolute pressure at point 1 is assumed to be at one atmosphere, the reference pressure. After these simplifications are made, Equation 1.21 can be rearranged to solve for the hood loss factor ( $k_h$ ):

$$k_h = \left( \frac{-SP_h}{VP_2} \right) - 1 \quad (1.22)$$

At first glance, it appears that  $k_h$  could be negative, since  $VP$  is always positive. However, as the air entering the hood is under a vacuum created by a fan downstream,  $SP_h$  must be negative. Thus, the term “ $-SP_h/VP_2$ ” must be positive. Finally, because the absolute value of  $SP_h$  is larger than  $VP_2$ ,  $k_h > 0$ .

The hood loss factor varies according to the hood shape. It can range from 0.04 for bell mouth hoods to 1.78 for various slotted hoods. A parameter related to the hood loss factor is the coefficient of entry ( $c_e$ ). [30] This is defined as:

$$c_e = \left[ \frac{1}{(1 + k_h)} \right]^{1/2} \quad (1.23)$$

$c_e$  depends solely on the shape of the hood, and may be used to compute  $k_h$  and related parameters. Values of  $k_h$  and  $c_e$  are listed in Table 1.1.

**Illustration:** The static gauge pressure,  $SP_h$ , is -1.75 in. w.c. The duct transport velocity ( $u_t$ ) is 3,500 ft/min. Calculate the loss factor and coefficient of entry for the hood. Assume standard temperature and pressure.

**Solution:** First, calculate the duct velocity pressure. By rearranging Equation 1.11 and substituting for  $u_t$ , we obtain:

$$VP = \left( \frac{u_t}{4,016} \right)^2 = \left( \frac{3,500}{4,016} \right)^2 = 0.76 \text{ in. w.c.}$$

Next, substitute for VP in Equation 1.22 and solve:

$$k_h = \left( \frac{-SP_h}{VP} \right) - 1 = - \left( \frac{-1.75}{0.76} \right) - 1 = 1.30$$

Finally, use this value and Equation 1.23 to calculate the coefficient of entry:

$$C_e = \left( \frac{1}{1 + 1.30} \right)^{1/2} = 0.66$$

Hood design velocities are listed in Table 1.2. Three kinds of velocities are shown: (1) capture (defined in Section 2.1), (2) face, and (3) slot. As stated in Section 1.2.1, the capture velocity is the air velocity induced by the hood to capture contaminants emitted at some distance from the hood inlet. The face velocity is the average velocity of the air passing through the hood inlet (face). A similar parameter is the slot velocity, which is the average air velocity through the hood slot openings, whose areas is only a fraction of the entire hood face area. Consequently, the slot velocity is usually much higher than the face velocity.[31]

**Table 1.2:** Hood design Velocities [2]

| Operation/Hood Type         | Velocity Type | Velocity Range(ft/min) |
|-----------------------------|---------------|------------------------|
| Tanks, degreasing           | Capture       | 50-100                 |
| Drying oven                 | Face          | 75-125                 |
| Spray booth                 | Capture       | 100-200                |
| Canopy hood                 | Capture       | 200-500                |
| Grinding, abrasive blasting | Capture       | 500-2,000              |
| Slot hood                   | Slot          | 2,000                  |

Note that these velocities range from 50 to 100 ft/min (tank and degreasing hoods) to 2,000 ft/min, the recommended slot velocity for slotted side-draft/back-draft hoods. As a reference point, the velocity of air in industrial operations due to thermal mixing alone is 50 ft/min. Thus, hood design velocities must exceed this value if effective capture is to occur.[32]

Two other velocities are also discussed in the industrial hygiene literature, although they do not have as much bearing on hood design as the capture, face, or slot velocities. These are the plenum velocity and the transport velocity. Plenum velocity is the velocity of the gas stream as it passes through the tapered portion of a hood (plenum) between the hood opening and the duct connection. This plenum is a transition area between the hood opening and duct. Consequently, the plenum velocity is higher than the hood face velocity, but lower than the duct (transport) velocity. The transport velocity- the gas velocity through the duct- varies according to the waste gas composition. It is a crucial parameter in determining the duct diameter, the static pressure loss, and the sizes of the system fan and fan motor. (For more on transport velocity, see Section 1.3.3.)

### 1.3.2.2 Hood Sizing Procedure

As with many control devices and auxiliaries, there are several approaches to sizing hoods. Some of these approaches are quite complex, entailing a series of complex calculations that yield correspondingly accurate results. For instance, one hood sizing method in the literature involves first determining the hood dimensions (length and width for rectangular hoods; diameter, for circular). The next step is to estimate the amount of metal plate area (ft<sup>2</sup>) required to fabricate a hood of these dimensions, via parametric curves. (No curves are provided for nonmetal hoods.) This plate area is input to an equation that includes a “pricing factor” and the per-pound price of metal. The cost of labor needed to fabricate this hood is estimated from equations similar to the plate-area relationships. Finally, the metal and labor costs are summed to obtain the total fabricated hood cost.[33]

This method no longer yields reasonably accurate hood cost. Since the labor cost data are outdated—1977 vintage—which makes them unescalatable. (The rule-of-thumb time limit for escalating costs is five years.) Even if the costs were up-to-date, the procedure is difficult to use, especially if calculations are made by hand.

A simpler sizing method—yet one sufficiently accurate for study estimating purposes— involves determining a single dimension, the hood face area ( $A_f$ ). This area, identical to the hood inlet area, can be correlated against the fabricated hood cost to yield a relatively simple cost equation with a single independent variable. To calculate  $A_f$  the following information is needed:

- Hood type
- Distance of the hood face from source ( $x$ )
- Capture ( $u_c$ ), face ( $u_f$ ), or slot velocity ( $u_s$ )
- Source dimensions (for some hood types).

As the equations in Table 1.1 indicate, these same parameters are the ones that are used to determine the volumetric flow rate ( $Q$ ) through the hood and ductwork. With most control devices and auxiliaries being sized,  $Q$  is given. For hoods, however,  $Q$  usually must be calculated.

**Illustration:** A circular canopy hood is being used to capture emissions from a chromium electroplating tank. The hood face is 6 feet above the tank, an 8-foot diameter circular vessel. The capture velocity for this example is 200 ft/min. Assuming that the tank surroundings are at standard conditions, calculate the required volumetric flow rate drawn into the hood, the hood face area, and the hood face velocity.

**Solution:** Obtain the canopy hood equation from Table 1.1:

$$Q = 1.4 P x u_c \quad (1.24)$$

where

- $P$  = perimeter of tank (ft)
- $x$  = distance of hood above tank (ft)
- $u_c$  = capture velocity (ft/min)

Because the tank is circular,  $P = \pi(8 \text{ ft}) = 25.1 \text{ ft}$ .

Therefore:

$$Q = (1.4 \text{ ft}) (6 \text{ ft}) \left( 200 \frac{\text{ft}}{\text{min}} \right) = 42,200 \frac{\text{ft}^3}{\text{min}}$$

For this type of canopy hood, the hood diameter is 40% greater than the tank diameter (hence, the “1.4” factor in Equation 1.24). Thus:

$$A_f = \left( \frac{\pi}{4} \right) (1.4 [8])^2 = 98.5 \text{ ft}^2$$

Finally, the hood face velocity ( $u_f$ ) would be:

$$u_f = \frac{Q}{A_f} = \frac{42,200}{98.5} = 428 \frac{\text{ft}}{\text{min}}$$

In this example, note that the hood face velocity is higher than the capture velocity. This is logical, given the fact that the hood inlet area is smaller than the area through which the tank fumes are being drawn. The face velocity for some hoods is even higher. For example, for slotted hoods it is at least 1,000 ft/min.[34] In fact, one vendor sizes the openings in his slotted hoods so as to achieve a slot velocity equal to the duct transport velocity.[35]

### 1.3.3 Ductwork Design Procedure

The design of ductwork can be an extremely complex undertaking. Determining the number, placement, and dimensions of ductwork components—straight duct, elbows, tees, dampers, etc.—can be tedious and time-consuming. However, for purposes of making study-level control system cost estimates, such involved design procedures are not necessary. Instead, a much simpler ductwork sizing method can be devised.

#### 1.3.3.1 Two Ductwork Design Approaches

There are two commonly used methods for sizing and pricing ductwork. In the first, the total weight of duct is computed from the number and dimensions of the several components. Next, this weight is multiplied by a single price (in \$/lb) to obtain the ductwork equipment cost. To determine the ductwork weight, one needs to know the diameter, length, and wall thickness of every component in the system. As stated above, obtaining these data can be a significant effort.

The second method is a variation of the first. In this technique, the ductwork components are sized and priced individually. The straight duct is typically priced as a function of length, diameter, wall thickness, and the material of construction. The elbows, tees, and other fittings are priced according to all of these factors, except for length. Other variables, such as the amount and type of insulation, also affect the price. Because it provides more detail and precision, the second method will be used in this section.

#### 1.3.3.2 Ductwork Design Parameters

Again, the primary ductwork sizing variables are length, diameter, and wall thickness. Another parameter is the amount of insulation required, if any.

**Length:** The length of ductwork needed with an air pollution control system depends on such factors as the distance of the source from the control device and the number of directional changes required. Without having specific knowledge of the source layout, it is impossible to determine this length accurately. It could range from 20 to 2,000 feet or more. It is best to give the straight duct cost on a \$/ft basis and let the reader provide the length. This length must be part of the specifications of the emission source at which the ductwork is installed.

**Diameter:** As discussed in Section 1.2.2., circular duct is preferred over rectangular, oval, or other duct shapes. For circular ducts, the cross-sectional area,  $A_d$ , is given by:

$$A_d = \frac{\pi D_d^2}{4} \quad (1.25)$$

where

$$\begin{aligned} A_d &= \text{cross-sectional area of duct (ft}^2\text{)} \\ D_d &= \text{duct diameter (ft)} \end{aligned}$$

The duct cross-sectional area is the quotient of the volumetric flow rate ( $Q$ ) and the duct transport velocity ( $u_t$ ):

$$A_d = \frac{Q}{u_t} \quad (1.26)$$

Combining Equations 1.25 and 1.26 and solving for  $D_d$ :

$$D_d = 1.128 \left( \frac{Q}{u_t} \right)^{1/2} \quad (1.27)$$

As  $Q$  is usually known, the key variable in Equation 1.27 is the duct transport velocity. The value of this variable must be chosen carefully. If the  $u_t$  selected is too low, the duct will be oversized and, more importantly, the velocity will not be high enough to convey any particulate matter in the waste gas stream to the control device. However, if  $u_t$  is too high, the static pressure drop (which is proportional to the square of  $u_t$ ) will be excessive, as will be the corresponding fan power consumption.

Cost is also a consideration when determining the optimum duct diameter. The equipment cost increases with increasing duct diameter. However, the fan power cost changes inversely with diameter. Nonetheless, for study-estimating purposes, the optimum duct diameter does not have to be determined. It is sufficient to calculate the duct diameter merely by using the transport velocity values contained in this section.

The transport velocity typically varies from 2,000 to 6,000 ft/min, depending on the waste gas composition. The lower duct velocity would be adequate for a waste gas containing gaseous pollutants or very fine, light dusts, while the higher velocity would be needed to convey a stream

with a large quantity of metals or other heavy or moist materials. The velocities given in Table 1.3 may be used as general guidance[36]:

**Table 1.3:** Minimum Transport Velocity for Materials Conveyed

| Material(s) Conveyed          | Minimum Transport Velocity ( $u_t$ , ft/min) |
|-------------------------------|--|
| Gases: very fine, light dusts | 2,000  |
| Fine, dry dusts and powders   | 3,000  |
| Average industrial dusts      | 3,500  |
| Coarse dusts                  | 4,000-4,500                                  |
| Heavy or moist dust loading   | $\geq 4,500$                                 |

Table 1.4 supplements these values with recommended duct velocities for a variety of conveyed materials.

**Wall thickness:** The wall thickness of a duct depends on several factors—internal pressure, diameter, material of fabrication, and other structural parameters. Nonetheless, duct of a given diameter can be fabricated for a range of wall thicknesses, and vice-versa. For instance, 24-in. diameter 304 stainless steel “fully-welded longitudinal seam duct” is fabricated in thicknesses ranging from 22 to 14 gauge (0.0313 to 0.0781 in.). This same range of gauges is used with duct diameters ranging from 3 to 36 in.[37]

Note that the gauge number decreases with increasing wall thickness. This measure, which is traditionally used in the metal fabricating industries, is more convenient to deal with than the thickness expressed in inches, as the latter are usually small numbers less than 0.25. Moreover, the gauge number varies according to the metal used—carbon steel (galvanized or nongalvanized), stainless steel, or aluminum. Gauges for these metals are given in Table 1.5 for a wide range of nominal thicknesses. The gauge measure is not used with plastic duct, as the wall thickness is typically expressed in inches. In any event, the wall thickness usually does not need to be known to estimate duct cost, as this parameter is already accounted for in the cost equations. (See Section 1.4.)

**Insulation:** As discussed in Section 1.2.2., insulation can be either installed on the outer surface of ductwork or the ductwork itself can be fabricated with built-in insulation. In the first case, the amount of insulation required will depend on several heat transfer variables, such as: the temperature, velocity, composition, and other properties of the waste gas; the ambient temperature; the duct diameter, wall thickness, and thermal conductivity; and the desired surface (“skin”) temperature. Determining these variables involves making a series of complex calculations that, while well-established, are beyond the scope of this chapter. Standard references as Perry’s Chemical Engineers’ Handbook and Plant Design and Economics for Chemical Engineers present these calculations, as do heat transfer bibliographies.[38, 39]

**Table 1.4:** Minimum Duct Velocities for Selected Materials[2]

| <b>Material</b>         | <b>Minimum Transport Velocity (ft/min)</b> |
|-------------------------|--|
| Aluminum dust (coarse)  | 4,000                                      |
| Brass turnings          | 4,000                                      |
| Cast iron boring dust   | 4,000                                      |
| Clay dust               | 3,500                                      |
| Coal dust (powdered)    | 4,000                                      |
| Cocoa dust              | 3,000                                      |
| Flour dust              | 3,000 - 5,000 <sup>1</sup>                 |
| grain dust              | 2,500 - 3,000                              |
| Lead dust               | 4,000                                      |
| Limestone dust          | 3,500                                      |
| Magnesium dust (coarse) | 3,000                                      |
| Metal turnings          | 4,000-5,000                                |
| Plastics dust (buffing) | 3,000                                      |
| Rubber dust             | 2,500 (fine) - 4,000 (coarse)              |
| Silica dust             | 3,500 - 4,500                              |
| Soap dust               | 3,000                                      |
| Soapstone dust          | 3,000                                      |
| Spray paint             | 2,000                                      |
| Starch dust             | 3,000                                      |
| Stone dust              | 3,500                                      |
| Tobacco dust            | 3,500                                      |

<sup>1</sup> Transport velocity varies with foundry operation.

The second approach is to select pre-insulated ductwork. As mentioned previously, it can be equipped with any type and thickness of insulation. However, 1, 2, or 3 inches is typical. (Prices for these are presented in Section 1.4.)

### 1.3.3.3 Ductwork Pressure Drop

As mentioned in Section 1.3.1, ventilation system energy losses due to friction are traditionally computed as fractions of the velocity pressure,  $VP$ . In most cases, Equation 1.12 can be used to estimate these losses. Technically, though, these equations apply only to those regions in the ventilation system where there are no changes in the velocity pressure (i.e., where the duct diameter is constant). These regions would include straight duct, hoods, and such fittings as couplings



**Table 1.5: Wall Thickness of Steel and Aluminum Duct [40]**

| Gauge Number | Nominal Thickness (inches)        |                                      |                                 |                                   |
|--------------|-----------------------------------|--------------------------------------|---------------------------------|-----------------------------------|
|              | Carbon Steel<br>Galv <sup>1</sup> | Carbon Steel<br>Nongalv <sup>2</sup> | Stainless Steel<br>(304 or 316) | Aluminum<br>3003-H14 <sup>3</sup> |
| 28           | 0.0187                            | 0.0149                               | 0.0156                          | 0.025                             |
| 26           | 0.0217                            | 0.0179                               | 0.0188                          | 0.032                             |
| 24           | 0.0276                            | 0.0239                               | 0.0250                          | 0.040                             |
| 22           | 0.0336                            | 0.0299                               | 0.0313                          | 0.050                             |
| 20           | 0.0396                            | 0.0359                               | 0.0375                          | 0.063                             |
| 18           | 0.0516                            | 0.0478                               | 0.0500                          | 0.080                             |
| 16           | 0.0635                            | 0.0598                               | 0.0625                          | 0.090                             |
| 14           | 0.0785                            | 0.0747                               | 0.0781                          | —                                 |
| 12           | 0.1084                            | 0.1046                               | 0.1094                          | —                                 |
| 10           | 0.1382                            | 0.1345                               | 0.1406                          | —                                 |

<sup>1</sup> To provide equivalent strength and stiffness, the nominal thickness of aluminum is approximately 150% of the nominal thickness of galvanized carbon steel of the same gauge.

<sup>2</sup> Galvanized and paintable galvanized carbon steel.

<sup>3</sup> Nongalvanized carbon steel.

and simple elbows. But, with tees, wyes, and other divided flow fittings, the velocity—and velocity pressure—are not constant between the fitting inlet and outlet. The corresponding friction loss ( $F_b$ ) is a function of both the upstream (inlet) and branch VPs, as the following equation indicates:[40]

$$F_b = VP_u (k_b - 1) + VP_b \quad (1.28)$$

where

$VP_u, VP_b$  = upstream and branch velocity pressures, respectively (in. w.c.)  
 $k_b$  = branch loss coefficient

However, divided flow fittings generally are not used with simple pollution control ventilation systems, except in those cases where a tee fitting might be needed, say, for purposes of adding dilution air.<sup>1</sup>

As any fluid mechanics textbook would attest, the friction loss for ductwork is a complex function of several variables: duct diameter and length, transport velocity, and gas viscosity and density. Specifically, the Darcy-Weisbach and Colebrook Equations are typically used to make

<sup>1</sup> Divided flow fittings are needed with more complex control systems that collect waste gases from several emission points. The design of such ventilation systems is beyond the scope of this section, however.

this calculation, the latter being used to compute the Reynolds number.[41] Traditionally, the friction loss has been obtained from a nomograph or, more recently computer programs. A typical nomograph is found in Burton.[42] Also, to simplify the calculation, empirical equations have been derived for certain kinds of commercially-available ductwork. For instance, to estimate the friction loss per 100 ft ( $F_d/100$  ft) at standard conditions for round, spiral, galvanized ductwork having 10 joints per 100 ft, use the following equation:[43]

$$\frac{F_d}{100 \text{ ft}} = 0.136 \left( \frac{1}{D_d} \right)^{1.18} \left( \frac{u_t}{1,000} \right)^{1.8} \quad (1.29)$$

where

$$D_d = \text{duct diameter (ft), and: } 0.25 \leq D_d \leq 5$$

Clearly, this equation provides the total friction loss, not the loss factor ( $k$ ). However, the reader may compute  $k$  for a given diameter ( $D_d$ ) and flow rate ( $Q$ ) by simply dividing the Equation 1.29 results by  $VP$  and multiplying by 100.

To estimate the friction loss for other duct materials, multiply the value from Equation 1.29 by a roughness correction factor, approximate values of which are:[44]

**Table 1.6:** Roughness Correction Factors for Various Duct Materials

| Material                    | Roughness Correction Factor |
|-----------------------------|-----------------------------|
| Non-spiral-wound galvanized | 0.9                         |
| Fiberglass (smooth finish)  | 0.8                         |
| ABS and PVC plastic         | 0.8                         |
| Concrete                    | 1.4                         |
| Corrugated flex duct        | 2.3                         |

Loss factors for fittings have also been compiled, based on experimental data. Mainly of interest are those for 90° elbows, arguably the most commonly used fitting in air pollution control systems. The “ $k_{90}$ ” values for elbows vary according to the diameter and radius of curvature, which is expressed as a multiple of the elbow diameter. Typical ranges of these values are as follows:[45]

**Table 1.7:** Typical Ranges of Friction Loss Factor ( $k_{90}$ )

| Radius of Curvature | Friction Loss Factor ( $k_{90}$ ) |
|---------------------|-----------------------------------|
| 0.50                | 0.80                              |
| 1.00                | 0.35                              |
| 1.25                | 0.30 - 0.55                       |
| 1.50                | 0.27 - 0.39                       |
| 2.00                | 0.24 - 0.27                       |
| 2.50                | 0.22 - 0.24                       |

As these values indicate, the higher the radius of curvature, the lower the friction loss. This stands to reason, as the higher the radius of curvature, the more gradually the gas stream changes direction. For an elbow having of angle less than  $90^\circ$ , multiply the above  $k_{90}$  value by an adjustment factor ( $\theta/90$ ), so that:

$$k_\theta = \left( \frac{\theta}{90} \right) k_{90} \quad (1.30)$$

where

$$k_\theta = \text{loss factor for } \theta > 90^\circ$$

**Illustration:** A control device at a cosmetic factory is connected to a source by 250 feet of round spiral duct. The duct run includes three  $90^\circ$  elbows and two  $45^\circ$  elbows, each with a 1.50 radius of curvature. The volumetric flow rate ( $Q$ ) of the waste gas (which contains entrained face powder) is 15,000  $\text{ft}^3/\text{min}$  at standard conditions. Calculate the friction loss for the ductwork.

**Solution:** Because the material being conveyed in the ductwork (face powder) is light, an appropriate transport velocity ( $u_t$ ) in this case is 2,000  $\text{ft}/\text{min}$ . (See Table 1.4 above.) Upon substituting this value and the volumetric flow rate into Equation 1.27 we obtain the duct diameter ( $D_d$ ):

$$D_d = 1.128 \left( \frac{15,000}{2,000} \right)^{1/2} = 3.09 \text{ ft}$$

Next, substitute the diameter and velocity into Equation 1.29 to compute the straight duct friction (static pressure) loss,  $F_d$ :

$$F_d = 0.136 \left( \frac{1}{3.09} \right)^{1.18} \left( \frac{2,000}{1,000} \right)^{1.8} \left( \frac{250}{100} \right) = 0.313 \text{ in. w.c.}$$

The 250/100 factor in this expression adjusts the friction loss from 100 feet (the basis of equation 10.29) to 250 feet (the length of the duct system in this illustration). The rest of the friction loss occurs through the five elbows (three 90°, two 45°), each with a 1.50 radius of curvature. These losses ( $F_c$ ) are computed via Equation 1.12:

$$F_c = k_\theta VP \quad (1.31)$$

where

$$\begin{aligned} VP &= (2,000/4,016)^2 \text{ (Equation 1.11, rearranged)} \\ &= 0.248 \text{ in. w.c.} \end{aligned}$$

For the 90° elbows,  $k_\theta = k_{90} = 0.33$  (average of table range), and:

$$F_c = 3 \times 0.33 (0.248) = 0.246 \text{ in. w.c.}$$

For the 45° elbows,  $k_\theta = (45/90)k_{90} = 0.165$  (Equation 1.30), and:

$$F_c = 2 \times 0.165(0.248) = 0.0818 \text{ in. w.c.}$$

The total friction loss is, therefore:

$$F = 0.313 + 0.246 + 0.0818 = 0.641 \text{ in. w.c.}$$

From this illustration, two observations may be made: (1) the static pressure loss through the straight duct is not large, even at this length (250 ft.) and (2) the losses through the elbows—which total 0.328 in. w.c.—are larger than the straight duct loss. Though it may be tempting to neglect fittings losses for the sake of expediency, doing so can cause a significant underestimation of the ventilation system static pressure loss.

### 1.3.4 Stack Design Procedures

As with ductwork, the design of stacks involves a number of stream, structural, and site-specific parameters.[46,47] These include:

**Waste gas variables:** inlet volumetric flow rate, temperature, and composition;

**Site-specific data:** elevation above sea level, ambient temperature fluctuations, topographic and seismic data, meteorological records, and building elevations and layout;

**Structural parameters:** thickness of stack wall and liner, location of breaching opening, type of supports, load capacity of foundation, modulus of resistance, and natural vibration frequency.

Fortunately, for study cost-estimating purposes, the only two stack design parameters that need to be determined are: (1) the stack diameter and (2) the stack height. The other variables (e.g., wall thickness) are incorporated into the equipment cost correlations. The stack diameter is relatively easy to determine, as it depends primarily on waste stream conditions. The stack height is more difficult to arrive at, as it is influenced by several site-specific variables. Nonetheless, ample guidance has been developed to allow the estimator to determine an acceptably accurate stack height.

#### 1.3.4.1 Calculating Stack Diameter

Because most stacks have circular cross-sections, the stack diameter ( $D_s$ , ft) can be calculated via the duct diameter formula (Equation 1.27):

$$D_s = 1.128 \left( \frac{Q_c}{u_c} \right)^{1/2} \quad (1.32)$$

where

$$\begin{aligned} u_c &= \text{stack exit velocity (ft/min)} \\ Q_c &= \text{exit volumetric flow rate (actual ft}^3\text{/min)} \end{aligned}$$

It should be noted that the stack diameter in this formula is measured at the stack exit, not at the entrance. That is because, for structural reasons, the diameter at the bottom of the stack typically is larger than the top diameter. Also note that the stack exit velocity does not necessarily equal the duct transport velocity. Finally,  $Q_c$  may be different from the volumetric flow rate used to size the ductwork. Because the stack always follows the control device, the flow rate entering the device may not equal the flow rate entering the stack, either in standard or actual ft<sup>3</sup>/min terms. For instance, in a thermal incinerator, the outlet standard waste gas flow rate is almost always higher than the inlet flow rate due to the addition of supplemental fuel.

The stack exit velocity,  $u_c$ , affects the plume height, the distance that the plume rises above the top of the stack once it exits. In a well-designed stack,  $u_c$  should be 1.5 times the wind speed. Typically, design exit velocities of 3,000 to 4,000 ft/min are adequate.[48] This range corresponds to wind speeds of 34 to 45 mi/hr.

### 1.3.4.2 Calculating Stack Height

Estimating the stack height is more difficult than calculating the stack exit diameter. The stack height depends on several variables: the height of the source; the stack exit velocity; the stack and ambient temperatures; the height, shape, and arrangement of the nearby structures and terrain; and the composition of the stack outlet gas. Some of these variables are straightforward to determine, while others (such as the dimensions and layout of nearby structures) are difficult to determine without performing on-site modeling and monitoring studies.

The stack design height has two components: the height of the stack itself ( $H_s$ ) and the plume rise height ( $H_{pr}$ ). Together these components comprise the effective stack height ( $H_e$ ). That is:

$$H_e = H_s + H_{pr} \quad (1.33)$$

However, the cost of the stack is a function of  $H_s$  alone. (See Section 1.4.) As discussed above, the plume rise is a function of the stack exit velocity. It also depends on the temperature differential between the stack gas and the ambient air. Specifically, a 1°F temperature difference corresponds to approximately a 2.5-ft. increase in  $H_{pr}$ . [49]

For those sources subject to State Implementation Plans (SIPs), the stack height ( $H_s$ ) should be determined according to “good engineering practice” (GEP). GEP is defined as “the height necessary to insure that emissions from the stack do not result in excessive concentrations of any air pollutant in the immediate vicinity of the source as a result of atmospheric downwash, eddies, or wakes which may be created by the source itself, nearby structures, or nearby terrain obstacles.” [50] In this respect, GEP establishes the maximum allowable stack height credit for purposes of calculating the ambient air quality impact of the emitting source. A source may build a stack to any height, but only a certain amount of stack height will be allowed in determining environmental impacts. [51]

For stacks constructed after January 12, 1979, the GEP stack height shall be the greater of: (1) 65 meters (213 ft); (2) the height demonstrated by an approved fluid model or field study that ensures that stack emissions do not cause excessive pollutant concentrations from atmospheric downwash, wakes, eddy effects., etc; or (3) the height determined by the following equation: [52]

$$H_s = H_b + 1.5L \quad (1.34)$$

where

- $H_s$  = GEP stack height, measured from the ground level elevation at the stack base (ft)  
 $H_b$  = height of nearby structure(s) measured from this ground level elevation (ft)  
 $L$  = lesser dimension (height or projected width of nearby structure(s))

### 1.3.4.3 Calculating Stack Draft

As discussed previously, waste gas flowing through hoods and ductwork loses static pressure due to friction. In the case of stacks, however, the gas stream can actually gain static pressure, as a result of stack draft, which is the draft created by the stack gas-ambient air temperature differential. Stack draft ( $SP_s$ , in. w.c.) can be calculated as follows:<sup>53</sup>

$$SP_s = 0.034 (H_s - H_{br}) \rho \times \left( \frac{1}{T_{amb}} - \frac{1}{T_{sa}} \right) \quad (1.35)$$

where

- $H_{br}$  = height of stack breaching (inlet duct connection) above stack base (ft)  
 $P$  = barometric pressure(in. w.c.)  
 $T_{amb}$  = ambient temperature (°R)  
 $T_{sa}$  = average stack gas temperature (°R)

**Illustration:** The waste gas from a thermal incinerator has an outlet flow rate and temperature of 21,700 actual ft<sup>3</sup>/min. and 550°F, respectively. The maximum wind speed in the vicinity is 42 mi/hr, while the stack exit and ambient temperatures are 450°F and 70°F, in turn. The barometric pressure is 1 atm. (29.92 in. Hg). The incinerator is near a 35-ft tall brick building, while the “projected width” of an adjacent building is 40 ft. For a stack to disperse the incinerator offgas, calculate the required: (1) exit velocity, (2) diameter, (3) height, and (4) draft.

#### **Solution:**

**Exit velocity:** According to the above guideline, the velocity should be 1.5 times the wind speed, or:

$$u_c = 1.5 \times 42 \text{ mph} \times 88 \frac{\text{ft}}{\text{min}} = 5,540 \frac{\text{ft}}{\text{min}} \quad (1.36)$$

**Stack diameter:** The exit volumetric flow rate is measured at the stack exit temperature, namely 450°F. However, the above flow rate was measured at 550°F, the incinerator outlet temperature. Correcting to the stack exit temperature, we obtain:

$$Q_c = \frac{21,700 \times (450 + 460)}{(550 + 460)} = 19,600 \frac{\text{actual ft}^3}{\text{min}} \quad (1.37)$$

Substituting this value into Equation 1.32:

$$D_s = 1.128 \left( \frac{19,600}{5,540} \right)^{1/2} = 2.12 \text{ ft}$$

**Stack height:** As a first approximation, estimate the GEP stack height from Equation 1.33, where the variables  $H_b$  and  $L$  are 35 ft and 40 ft, respectively:

$$H_s = 35 + 1.5(40) = 95 \text{ ft.}$$

Clearly, this  $H_s$  is less than the GEP maximum height (213 ft), so it will be used in this example.

**Stack draft:** All of the inputs needed to compute the stack draft via Equation 1.35 are known except the stack breaching height,  $H_{br}$ . However, a minimum of 5 ft is recommended for this parameter.[54] This value will be used in this calculation. Also, the average stack temperature is:

$$T_{sa} = \frac{(450 + 550)}{2 + 460} = 960^\circ R \quad (1.38)$$

Finally, the barometric pressure expressed in inches of water is:

$$\rho = 29.92 \text{ in. Hg} \times \frac{13.6 \text{ in. water}}{\text{in. Hg}} = 407 \text{ in. w.c.} \quad (1.39)$$

Upon substitution, we obtain:

$$SP_s = (0.034) (118 - 5) (407) \left[ \frac{1}{70 + 460} - \frac{1}{960} \right] = 1.32 \text{ in. w.c.}$$



## 1.4 Estimating Total Capital Investment

This section presents the information needed for estimating the total capital investment (TCI) for hoods, ductwork, and stacks. The TCI includes the equipment cost (EC) for the hood, ductwork, or stack; taxes; freight charges; instrumentation (if applicable); and direct and installation costs. All costs are presented in second quarter 1993 dollars, and are of “study” estimate accuracy ( $\pm 30$  percent).<sup>2</sup> Moreover, the costs are for new facility installations; no retrofit costs are included.

The equipment costs are presented in Section 1.4.1, while the installation costs are shown in Section 1.4.2. In each of these sections, the three categories of equipment are covered in separate subsections.

### 1.4.1 Equipment Costs

Several vendors provided costs (prices) for each of the three equipment categories. Their responses reflected a range of sizes, designs, and materials of construction. These prices have been correlated against some easy-to-determine design (sizing) parameter via least-squares regression analysis. Each of these correlations pertains to a certain type of equipment (e.g., circular canopy hoods) within a specified size range of the parameter in question (e.g., 2 to 200 ft<sup>2</sup> inlet area). For that reason, a cost correlation should not be extrapolated outside the parameter range specified.

Some of the prices the vendors provided pertain to stock (“off-the-shelf”) items, while other costs are for custom-fabricated equipment. Vendors tend to specialize in either stock or custom items. Most hoods and stacks are custom-made, either fabricated in the vendor’s factory or erected on-site. Conversely, ductwork components usually are stock items, though larger pieces have to be custom-made. (Of course, there are exceptions to this.) Finally, all prices given in the following section are “free-on-board (F.O.B.) vendor,” meaning that they include neither freight nor taxes.

#### 1.4.1.1 Hood Costs

In all, four vendors provided prices for hoods.[55] These prices covered the following types of hoods:

- Canopy—circular
- Canopy—rectangular

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<sup>2</sup> For information on escalating these prices to more current dollars, refer to the EPA report *Escalation Indexes for Air Pollution Control Costs* and updates thereto, all of which are installed on the OAQPS Technology Transfer Network (CTC Bulletin Board).

- Push-pull
- Slide-draft
- Back-draft (slotted)

Descriptions and design procedures for these hoods are given in Sections 1.2.1 and 1.3.2, respectively. As explained in Section 1.3.2, hood costs have been found to correlate well with the hood inlet or face area ( $A_f$ , ft<sup>2</sup>). Furthermore, the functional form that best fits the cost-face area correlation (equation) is the “power function,” or:

$$C_h = aA_f^b \quad (1.40)$$

where

$C_h$  = hood cost (\$)  
 $a, b$  = equation regression parameters

The values of the equation parameters vary according to hood type and material of construction. These parameters are shown in Table 1.8.

**Illustration:** What would be the cost of the electroplating tank canopy hood sized for the illustration in Section 1.2.2. Assume that the hood is fabricated of FRP.

**Solution:** Recall that the face area ( $A_f$ ) calculated for that hood was 98.5 ft<sup>2</sup>. Because this is a circular canopy hood, the equation parameters from Table 1.8 are:  $a = 123$  and  $b = 0.575$ . (Note that this hood area falls within the equation range of 2 to 200 ft<sup>2</sup>.) Substituting these parameters into Equation 1.40, we obtain:

$$C_h = 123(98.5)^{0.575} = \$1,720.$$

#### 1.4.1.2 Ductwork Costs

Several vendors provided ductwork prices, also for a range of sizes, materials, and designs. These prices covered the following equipment items:

Straight ductwork:

Circular

- Steel sheet (galvanized carbon, w/ & w/o insulation; 304 stainless;)
- Steel plate (coated carbon; 304 stainless)
- Plastic (FRP; PVC)

Square

- Steel (aluminized carbon; w/ & w/o insulation)

**Table 1.8:** Parameters for Hood Cost Equation[55]

| Type of Hood        | Fabrication Material | Equation Parameter |       | Equation Range ( $A_i$ , ft <sup>2</sup> ) |
|---------------------|----------------------|--------------------|-------|--|
|                     |                      | a                  | b     |  |
| Canopy-circular     | FRP <sup>1</sup>     | 128                | 0.577 | 2-200                                      |
| Canopy-rectangular  | FRP                  | 306                | 0.506 | 2-200                                      |
| Push-pull           | FRP                  | 620                | 0.321 | 2-200                                      |
| Side-draft          | FRP                  | 497                | 0.336 | 2-200                                      |
| Backdraft (slotted) | PVC <sup>2</sup>     | 307                | 1.43  | 0.6-2.0 <sup>3</sup>                       |
| Backdraft (slotted) | PVC <sup>4</sup>     | 797                | 0.504 | 1.1-2.1                                    |
| Backdraft (slotted) | PP <sup>5</sup>      | 653                | 0.717 | 1.1-2.1                                    |
| Backdraft (slotted) | FRP                  | 956                | 0.519 | 1.1-2.1                                    |
| Backdraft (slotted) | Galvanized steel     | 688                | 0.687 | 0.5-1.3                                    |

<sup>1</sup> Fiberglass-reinforced plastic

<sup>2</sup> Polyvinyl chloride

<sup>3</sup> For each slotted hood, equation range denotes the range in the area of the slot openings, which is much less than the total hood face area

<sup>4</sup> Each hood is equipped with manual slot dampers and four rows of slots

<sup>5</sup> Polypropylene

Elbows (90°):

Steel (galvanized carbon, w/ & w/o insulation; 304 stainless)

Plastic (FRP; PVC)

Dampers:

Butterfly

– Steel (galvanized carbon, w/ & w/o insulation)

– Plastic (FRP; PVC, w/ & w/o actuators)

Louvered

– Steel (aluminized carbon w/ & w/o actuators)

Blast gate

– Steel (carbon)

– PVC

These prices were regressed against the diameter of the equipment item (straight duct, elbow, or damper). The regression correlations were of three forms: power function (primarily), exponential, and linear. Equation 1.40 depicts the power function, while the other forms are:

$$(Exponential) \quad C_i = ae^{bD} \quad (1.41)$$

$$(Linear) \quad C_i = a + bD \quad (1.42)$$

where

- $C_i$  = cost of equipment item in question
- $a, b$  = regression parameters
- $D$  = equipment diameter

The regression parameters are listed in Tables 1.9 to 1.11, along with the size applicability ranges for the respective correlations. (Note: The correlations should not be extrapolated outside these ranges.) The following paragraphs contain additional information about the price data and the correlations:

**Straight duct:** As indicated above, vendors provided prices for steel plate, steel sheet (spiral-wound and longitudinal seam), and plastic straight duct. The major difference between the two steel duct types lies in the wall thickness. Steel plate duct typically has wall thicknesses of 3/16 in. to 1/2 in., while steel sheet duct wall thicknesses usually range from 28 gauge to 10 gauge. As Table 1.5 shows, this range corresponds to wall thicknesses of 0.0149 in. to 0.1406 in., respectively, although the exact thicknesses will vary with the type of steel used (e.g., carbon vs. stainless). Also, as discussed in Section 1.3.3.2, each duct diameter can be fabricated with a range of wall thicknesses.

Most of the steel duct vendors supplied prices for a minimum and a maximum wall thickness for a given diameter. However, to simplify matters for cost estimators, these “low” and “high” prices first were averaged, and then the average prices were regressed against the diameters. This averaging was necessary, because those making study cost estimates usually do not have enough information available to predict duct wall thicknesses.

Prices for both circular and square insulated steel sheet duct were among the data received. The insulated circular steel duct is “double-wall, spiral-wound” in construction, wherein the insulation is installed between the inner and outer walls. Costs were provided for both 1-in. and 3-in. fiberglass insulation thicknesses. For the square duct, prices were given for a 4-in. thickness of mineral wool insulation applied to the outer surface of the duct. The correlation parameters in Table 1.9 reflect these specifications.

Prices for both carbon steel (galvanized, painted, or aluminized) and 304 stainless steel duct were received. The carbon steel duct is used in situations where “mild” steel is suitable, while the stainless steel duct is required whenever the gas stream contains high concentrations of corrosive substances.

Vendors gave prices for plastic (FRP and PVC) duct also (Table 1.11). However, for a given diameter this duct is fabricated in a single wall thickness, which varies from approximately 1/8 in. to 1/4 in. Consequently, the estimator is not required to select a wall thickness when costing plastic duct.

**Elbows:** Prices for steel sheet and plastic 90° elbows were also submitted. The steel sheet elbows were “gored” (sectioned) elbows fabricated from five pieces of sheet metal welded together. Like

**Dampers:** Prices were obtained for three types of dampers: butterfly, louvered, and blast gates. The galvanized carbon steel butterfly dampers were priced with and without 1-in. fiberglass insulation, while prices for the aluminized carbon steel louvered dampers were based on either manual or automatic control (via electric actuators). Similarly, the PVC butterfly dampers were manual or equipped with pneumatic actuators. Both the carbon steel and the PVC blast gates were manual. Correlation parameters for the steel and plastic dampers are shown in Tables 1.10 and 1.11, in turn.

**Illustration:** A fabric filter handling 16,500 ft<sup>3</sup>/min of 200°F waste gas laden with noncorrosive cocoa dust is located 95 ft across from and 20 ft above, the emission source (a drying oven). Straight duct with four 90° elbows (all fabricated from spiral-wound, galvanized carbon steel sheet) and a butterfly damper (also galvanized CS) will be required to convey the gas from the source to the control device. Assume that the ductwork contains 1-in. thick insulation to prevent condensation. Estimate the cost of these items.

**Solution:** First, determine the diameter of the straight duct, elbows, and damper. From Table 1.4, the minimum transport velocity ( $u_t$ ) for cocoa dust is 3,000 ft/min. Substituting this value and the gas volumetric flow rate into Equation 2.27, we obtain:

$$D_d = 1.128 \left( \frac{16,500}{3,000} \right)^{1/2} = 2.65 \text{ ft} = 31.7 \text{ in.}$$

Next, obtain the costs of the ductwork items as follows:

**Straight ductwork:** From Table 1.9, select the equation parameters for galvanized circular spiral-wound duct (1-in. insulation) and substitute them and the diameter into the appropriate equation type (power function, Equation 1.40).

**Table 1.9:** Parameters for Straight Steel Ductwork Cost Equations[56]

| Duct Type                          | Material                   | Instulation Thickness | Equation Type  | Equation Parameter |       | Equation Range (D, in.) |
|------------------------------------|----------------------------|-----------------------|----------------|--------------------|-------|-------------------------|
|                                    |                            |                       |                | a                  | b     |                         |
| Circular-spiral <sup>1</sup>       | Sheet-gal CS <sup>2</sup>  | None                  | Power Function | 0.322              | 1.22  | 3-84                    |
| Circular-spiral                    | Sheet-304 SS <sup>3</sup>  | None                  | Power Function | 1.56               | 1.00  | 3-84                    |
| Circular-spiral                    | Sheet-galv CS              | 1                     | Power Function | 1.55               | 0.936 | 3-82                    |
| Circular-spiral                    | Sheet-galv CS              | 3                     | Power Function | 2.56               | 0.937 | 3-82                    |
| Circular-longitudinal <sup>4</sup> | Sheet-galv CS              | None                  | Power Function | 2.03               | 0.784 | 6-84                    |
| Circular-longitudinal              | Sheet-304 SS               | None                  | Power Function | 2.98               | 0.930 | 6-84                    |
| Circular-longitudinal              | Plate-coat CS <sup>5</sup> | None                  | Power Function | 2.49               | 1.15  | 6-84                    |
| Circular-longitudinal              | Plate-304 SS <sup>6</sup>  | None                  | Power Function | 6.29               | 1.23  | 6-84                    |
| Square                             | Sheet-alum CS <sup>7</sup> | None                  | Linear         | 0.254              | 2.21  | 18-48                   |
| Square                             | Sheet-alum CS              | 4                     | Linear         | 21.1               | 5.81  | 18-48                   |

- <sup>1</sup> Spiral-wound and welded circular duct
- <sup>2</sup> Galvanized carbon steel sheet
- <sup>3</sup> 304 stainless steel sheet
- <sup>4</sup> Circular duct welded along the longitudinal seam
- <sup>5</sup> Carbon steel plate with one coat of ishop paint
- <sup>6</sup> 304 stainless steel plate
- <sup>7</sup> Aluminized carbon steel sheet

However, a total of 115 ft (95 + 20) of duct is required, so:

$$Straight\ duct\ cost = \frac{\$39.4}{ft} \times 115\ ft = \$4,531$$

**Elbows:** From Table 1.10 correlation parameters for galvanized carbon steel, insulated elbows are 53.4 (a) and 0.0633 (b). However, the regression correlation form is exponential (Equation 1.41). Thus:

$$Elbow\ cost\ (\$) = 53.\$^{0.0633 (31.7)} = 397\ ea.$$

For four elbows, the cost is: \$397 x 4 = \$1,588.

**Table 1.10:** Parameters for Plastic Ductwork Cost Equations[56]

| Ductwork                                   | Material             | Equation Type  | Equation Parameter |          | Equation Range ( <i>D</i> , in.) |
|--|----------------------|----------------|--------------------|----------|----------------------------------|
|  |                      |                | <i>a</i>           | <i>b</i> |                                  |
| Elbows <sup>1</sup>                        | Galv CS <sup>2</sup> | Exponential    | 30.4               | 0.0594   | 6-84                             |
| Elbows                                     | 304 SS               | Exponential    | 74.2               | 0.0668   | 6-60                             |
| Elbows-insulated <sup>3</sup>              | Galv CS              | Exponential    | 53.4               | 0.0633   | 3-78                             |
| Elbows-butterfly <sup>4</sup>              | Galv CS              | Exponential    | 23.0               | 0.0567   | 4-40                             |
| Dampers-butterfly/insulated <sup>5</sup>   | Galv CS              | Exponential    | 45.5               | 0.0597   | 4-40                             |
| Dampers-louvered <sup>6</sup>              | Alum CS <sup>7</sup> | Power Function | 78.4               | 0.860    | 18-48                            |
| Dampers-louvered w/ actuators <sup>8</sup> | Alum CS              | Power Function | 208.               | 0.791    | 18-48                            |
| Dampers blast gates                        | Carbon Steel         | Power          | 17.2               | 0.825    | 3-18                             |

<sup>1</sup> Single-wall igoredi 90° elbows, uninsulated  
<sup>2</sup> Galvanized carbon steel sheet  
<sup>3</sup> Double-wall igoredi 90° elbows with 1-inch fiberglass insulation  
<sup>4</sup> Single-wall iopposed bladei type manual butterfly dampers  
<sup>5</sup> Double-wall iopposed bladei butterfly dampers with 1-inch fiberglass insulation  
<sup>6</sup> Louvered dampers with 95-98% sealing  
<sup>7</sup> iAluminizedi carbon steel sheet  
<sup>8</sup> Louvered dampers with electric actuators (automatic controls)

**Damper:** Also from Table 1.10, select the correlation parameters for galvanized carbon steel “dampers-butterfly/insulated” and substitute into Equation 1.41:

$$D\text{amper cost } (\$) = 45.5^{0.0597 (31.7)} = \$302$$

After summing the above three costs, we obtain:

$$Total\ ductwork\ cost = \$6,421 \gg \$6,420$$

### 1.4.1.3 Stack Costs

Prices for steel and PVC short stacks were obtained from four vendors.[57] The steel stack costs were for those fabricated from carbon and 304 stainless steels, both plate and sheet metal. As with ductwork, the difference between steel sheet and plate lies in the thickness. For these stacks, the sheet steel thickness ranged from 18 to 16 gauge (0.05 to 0.06 in., approximately). Steel plate thicknesses were considerably higher: 0.25 to 0.75 in, a fact that makes them more

resistant to wind and other loadings than stacks fabricated of steel sheet. This is especially true for taller stacks. The major drawback is that plate steel stacks are more costly than those fabricated from steel sheet.

Another feature that increases costs is insulation. As the correlation parameters show (Table 1.12), insulated stacks cost as much as three times more per foot than uninsulated. With or without insulation, a typical short (15-ft) steel stack consists of the following components:[58]

- Longitudinal seam duct (12-ft section)
- Reducer fitting (3-ft)
- Drip pan
- Support plate (1/4-in, welded to stack)
- Rectangular tap (for connecting to fan discharge)
- Ring (for attaching guy wires)

**Table 1.11:** Parameters for Plastic Ductwork Cost Equations[56]

| Duct Type                                   | Material         | Equation Type  | Equation Parameter |          | Equation Range ( <i>D</i> , in.) |
|---|------------------|----------------|--------------------|----------|----------------------------------|
|   |                  |                | <i>a</i>           | <i>b</i> |                                  |
| Straight duct                               | PVC <sup>1</sup> | Power Function | 0.547              | 1.37     | 6-48                             |
| Straight duct                               | FRP <sup>2</sup> | Exponential    | 11.8               | 0.0542   | 4-60                             |
| Elbows-90°                                  | PVC              | Power Function | 3.02               | 1.49     | 6-48                             |
| Elbows-90°                                  | FRP              | Exponential    | 34.9               | 0.0841   | 4-36                             |
| Dampers-butterfly                           | PVC              | Power Function | 10.6               | 1.25     | 4-48                             |
| Dampers-butterfly                           | FRP              | Power Function | 35.9               | 0.708    | 4-36                             |
| Dampers-butterfly w/ actuators <sup>3</sup> | PVC              | Exponential    | 299.               | 0.0439   | 4-48                             |
| Dampers-blast gate                          | PVC              | Power Function | 8.14               | 1.10     | 4-48                             |

<sup>1</sup> Polyvinyl chloride

<sup>2</sup> Fiberglass-reinforced plastic

<sup>3</sup> Butterfly dampers with pneumatic actuators (automatic controls). all other dampers listed in this table are manually controlled.



Taller stacks may require additional components, such as ladders and platforms, guy wires or other supports, and aircraft warning lights. (See Section 1.2.3.) Table 1.12 lists the parameters and applicable ranges of the stack cost correlations. The correlations cover short PVC stacks, and taller stacks fabricated from plate steel (carbon and 304 stainless types) and sheet steel (insulated and uninsulated). Except for three double-wall sheet steel designs, these stacks are of single-wall construction. Note that all of the correlations are power functions. Also note that the equations apply to various ranges of stack height. In all but one of these equations the cost is expressed in \$/ft of stack height. The exception is the cost equation for insulated carbon steel sheet stacks of heights ranging from 30 to 75 feet. In this equation the cost is expressed in \$.

This last cost equation is different in another respect. The other six equations in Table 1.12 correlate stack cost (\$/ft) with stack diameter ( $D_s$ , in.). However, this seventh equation correlates stack cost with stack surface area ( $S_s$ , ft<sup>2</sup>), a variable that incorporates both the stack diameter and the stack height ( $H_{s,ft}$ ). The surface area is calculated via the following equation:

$$S_s = \left( \frac{\pi}{12} \right) D_s H_s \quad (1.43)$$

**Table 1.12:** Parameters for Stack Cost Equations[54]

| Material                          | Equation Parameters <sup>1</sup> |          | Equation Range          |                         |
|-----------------------------------|----------------------------------|----------|-------------------------|-------------------------|
|                                   | <i>a</i>                         | <i>b</i> | $D_s$ (in) <sup>2</sup> | $H^s$ (ft) <sup>3</sup> |
| PVC <sup>4</sup>                  | 0.393                            | 1.61     | 12-36                   | ≤10                     |
| Plat-coated CS <sup>5</sup>       | 3.74                             | 1.16     | 6-84                    | 20-100                  |
| Plate-304 SS <sup>6</sup>         | 12.0                             | 1.20     | 6-84                    | 20-100                  |
| Sheet-galv CS <sup>7</sup>        | 2.41                             | 1.15     | 8-36                    | ≤75                     |
| Sheet-304 SS <sup>8</sup>         | 4.90                             | 1.18     | 8-36                    | ≤75                     |
| Sheet-insul CS/DW <sup>9</sup>    | 143.                             | 0.402    | 18-48                   | ≤15                     |
| Sheet-uninsul CS/DW <sup>10</sup> | 10.0                             | 1.03     | 18-48                   | ≤15                     |
| Sheet-insul CS/DW <sup>11</sup>   | 142.                             | 0.794    | 24-48                   | 30-75                   |

<sup>1</sup> All cost equations are power functions. (See Equation 1.40) Except where noted, costs are expressed in terms of \$/ft of stack height.

<sup>2</sup> Stack diameter range to which each equation applies.

<sup>3</sup> Stack height range to which each equation applies.

<sup>4</sup> Polyvinyl chloride

<sup>5</sup> Carbon steel plate with one coat of ishop paint.<sup>†</sup>

<sup>6</sup> 304 stainless steel plate

<sup>7</sup> Galvanized carbon steel sheet

<sup>8</sup> 304 stainless steel sheet

<sup>9</sup> Aluminized carbon steel sheet covered with 4 inches of fiberglass insulation (double-wall construction).

<sup>10</sup> Uninsulated aluminized carbon steel sheet (double-wall construction).

<sup>11</sup> Costs for these stacks are expressed in \$, and are correlated with the stack surface area. ( $S_s$ , ft<sup>2</sup>).

where

$1/12 =$  stack diameter ( $D_s$ ) conversion factor

**Illustration:** Estimate the cost of the stack sized in Section 1.3.4.3.

**Solution:** Recall that the stack dimensions were:  $H_s = 95$  ft and  $D_s = 2.12$  ft = 25.4 in. Both dimensions fall within the ranges of the cost correlations for steel plate stacks. Because the previous illustration did not indicate whether the waste gas was corrosive, we will estimate the prices for both carbon steel and 304 stainless steel plate stacks.

Upon substituting the equation parameters and stack dimensions into Equation 1.40, we obtain:

$$\text{Price (carbon steel)} = 3.74 (25.4)^{1.16} \left( \frac{\$}{\text{ft}} \right) \times 95 \text{ ft} = \$15,100$$

$$\text{Price (304 stainless)} = 12.0 (25.4)^{1.20} \left( \frac{\$}{\text{ft}} \right) \times 95 \text{ ft} = \$55,300$$

Notice that the price of the stainless steel stack is nearly four times that of the carbon steel stack. In view of this difference, the estimator needs to obtain more information on the waste gas stream properties, so that he/she can select the most suitable stack fabrication material. Clearly, it would be a poor use of funds to install a stainless steel stack where one is not needed.

#### 1.4.2 Taxes, Freight, and Instrumentation Costs

Taxes (sales, etc.) and freight charges apply to hoods, ductwork, and stacks, as they do to the control devices that these auxiliaries support. As discussed in Section 1, Chapter 2, these costs vary, respectively, according to the location of the ventilation system and the site's distance from the vendor. Typical values are 3% (taxes) and 5% (freight) of the total equipment cost.

Unlike the control devices, ventilation systems generally are not instrumented. The exception would be an electric or pneumatic actuator for a butterfly or louvered damper. In such a case, however, the cost of the instrument (actuator and auxiliaries) would be included in the damper price. Thus, no supplementary instrumentation cost is included.

### 1.4.3 Purchased Equipment Cost

With ventilation systems, the purchased equipment cost ( $PEC_t$ ) is the sum of the equipment, taxes, and freight costs. Incorporating the typical values listed in Section 1.4.2, we obtain:

$$PEC_t = EC_t + 0.03EC_t + 0.05EC_t = 1.08 (EC_t) \quad (1.44)$$

where

$EC_t$  = total cost of hood(s), ductwork, and stack(s)

### 1.4.4 Installation Costs

When making a cost estimate for an air pollution control system according to the procedure in this Manual, the estimator first determines the cost of the control device, then estimates the costs of such auxiliaries as the hood, ductwork, stack, fan and motor, and other items. To these items he/she adds the costs of instrumentation, taxes, and freight, to obtain the PEC. Finally, the estimator multiplies the PEC by the installation factor appropriate to the control device (e.g., 2.20 for gas absorbers) to obtain the total capital investment. In these cases, the installation factor incorporates all direct and indirect costs needed to install and start up the control system equipment, including, of course, the hood, ductwork, and stack.

For this reason, it usually is unnecessary to estimate the installation cost of the ventilation system separately. However, there may be occasions where a hood, a stack, or ductwork has to be installed alone, either as replacement equipment or to augment the existing ventilation system. In those instances, the estimator may want to estimate the cost of installing this item.

As might be imagined, these installation costs vary considerably, according to geographic location, size and layout of the facility, equipment design, and sundry other variables. Nonetheless, some of the vendors (and a peer reviewer[59]) provided factors for hoods and ductwork, which, when multiplied by their respective purchased equipment costs, will yield approximate installation costs. These are:

- Hoods: 50 to 100%
- Ductwork: 25 to 50%

If one or both of these factors is used, the total capital investment ( $TCI$ ) of the hood and/or ductwork would be:

$$TCI = (1 + IF_{h/d}) \times PEC_{h/d} \quad (1.45)$$

where

$IF_{h/d}$  = installation factor for hood(h)/ductwork(d)

$PEC_{h/d}$  = purchased equipment cost of hood (h)/ductwork (d)

## 1.5 Estimating Total Annual Cost

### 1.5.1 Direct Annual Costs

Ventilation systems incur few, if any, direct annual costs, as they function to support control devices. There are no costs for operating or supervisory labor, operating materials, or waste treatment/disposal allocated to ventilation systems. Maintenance costs would also be minimal, except for such minor expenses as painting, insulation repair, or calibration of automatic damper controls. The only utilities cost would be the incremental electricity needed for the waste gas stream to overcome the static pressure loss in the hood, ducting, and stack.<sup>3</sup> The incremental electricity cost ( $C_c$ , \$/yr) can be calculated as follows:

$$C_c = (1.175 \times 10^{-4}) \frac{p_c Q F_d \theta}{\epsilon} \quad (1.46)$$

where

|            |   |  |
|------------|---|--|
| $p_c$      | = | electricity price (\$/kwh)                                 |
| $Q$        | = | waste gas flow rate (actual ft <sup>3</sup> /min)          |
| $F$        | = | static pressure drop through ventilation system (in. w.c.) |
| $\theta$   | = | operating factor (hr/yr)                                   |
| $\epsilon$ | = | combined fan-motor efficiency                              |

**Illustration:** In the cosmetic factory ventilation system, what would be the cost of the electricity consumed by the fan needed to convey the gas through the ductwork? Assume an electricity price of \$0.075/kwh, a combined fan-motor efficiency of 0.6, and an 8,000-hr/yr operating factor.

**Solution:** Recall that the pressure drop and gas flow rate for this illustration were 0.313 in. w.c. and 15,000 actual ft<sup>3</sup>/min, respectively. Upon substituting these values and the other parameters into equation 10.40, we obtain:

$$C_c = (1.175 \times 10^{-4}) (0.075) (15,000) (0.313) (8,000)/0.6 = \$552/\text{yr}.$$

### 1.5.2 Indirect Annual Costs

The indirect annual costs for ventilation systems include property taxes, insurance, general and administrative (G&A), and capital recovery costs. (Overhead—a fifth indirect annual cost—is not considered, because it is factored from the sum of the operating, supervisory, maintenance

---

<sup>3</sup> Technically, this direct annual cost should be allocated to the ventilation system fan, not to the hood, ductwork, and stack. The fan power cost equation will be included in the Manual section on fans. However, as the fans section has yet to be written, this equation has been provided as a temporary convenience to Manual users.

labor and maintenance materials costs, which is negligible.) When a ventilation system is part of a control system, these costs are included in the control system indirect annual cost. However, if the ventilation equipment has been sized and costed separately, these costs can be computed from the total capital investment (*TCI*) via standard factors, as follows:

The “*CRF*” term in the capital recovery equation is the capital recovery factor, which is a function of the economic life of the ventilation system and the interest rate charged to the total capital investment. (See Section 1, Chapter 2 of this Manual for more discussion of the *CRF* and the formula used for computing it.)

For a ventilation system, the economic life varies from at least 5 to 10 years to 15 to 20 years or more.[60,61] In general, the ventilation equipment should last as long as the control system it supports. As discussed in Section 1, Chapter 2, the interest rate to use in the *CRF* computation should be a “pre-tax, marginal (real) rate of return” that is appropriate for the investor. However, for those cost analyses related to governmental regulations, an appropriate “social” interest (discount) rate should be used. For these kinds of analyses, the Office of Management and Budget (OMB) directs that a real annual interest rate of 7% be used.[62] (This replaces the 10% rate OMB previously had mandated.)

**Table 1.13:** Computation Equations for Indirect Annual Costs

| <b>Indirect Annual Cost</b> | <b>Computation Equation</b> |
|-----------------------------|-----------------------------|
| Property Taxes              | 0.01 x TCI                  |
| Insurance                   | 0.01 x TCI                  |
| General and Administrative  | 0.02 x TCI                  |
| Capital Recovery            | CFR x TCI                   |

### 1.5.3 Total Annual Cost

The total annual cost (*TAC*) is calculated by adding the direct (*DC*) and indirect (*IC*) annual costs:

$$TAC = DC + IC \quad (1.47)$$

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## TECHNICAL REPORT DATA

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