

**ADOT
PROJECT MANAGEMENT GROUP**

<p>COMMENT FORM M698701X – Initial DCR</p>

Submittal:	Initial Design Concept Report	Project Name:	SR303L, Lake Pleasant Parkway to I-17 Design Concept Report Update
Fed. Project No.		TRACS NO.	303 MA 135 M6987 01X
ADOT PM:	Tom O'Reilly	Designer:	Jacobs Engineering Group Inc.
Action Codes	A= Will Comply C= ADOT to Evaluate	B= Designer to Evaluate D= Disregard Comment	


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ADOT Roadway – Ray Leon						
IDCR	1		One of the Design Exceptions that was to be pursued through the DCR update was the superelevation rate of existing 51 st Ave Ramp D gore, looking east. Even though the RDG Tables and the AASHTO Green Book Tables did not address this particular superelevation situation, the guidance given earlier was to use the superelevation rate formula, calculate the Method 5 speed, and compare that to the posted speed to justify the design exception. This is per RDG guidance when situations arise that the before referenced superelevation Tables do not specifically address. This should be addressed.	B/C	A	AASHTO report and DCR have been updated to address the project Design Variances and Design Exception for 51 st and 43 rd . The design exception/variance request has been submitted to ADOT for review. All other design exceptions/variances will be handled during final design.
IDCR	2		Even though the future TI's at 43rd and 51st avenues accesses will not be on an Interstate System, COAR's (Change of Access Report) needs to be prepared for these two new access points. This request was conveyed to the Project Management Group prior to that Group's calling for Statements of Qualifications for this project.	B/C	A	A COAR for 51 st and 43 rd will be prepared as a separate document and will be included in the Final DCR as an appendix.

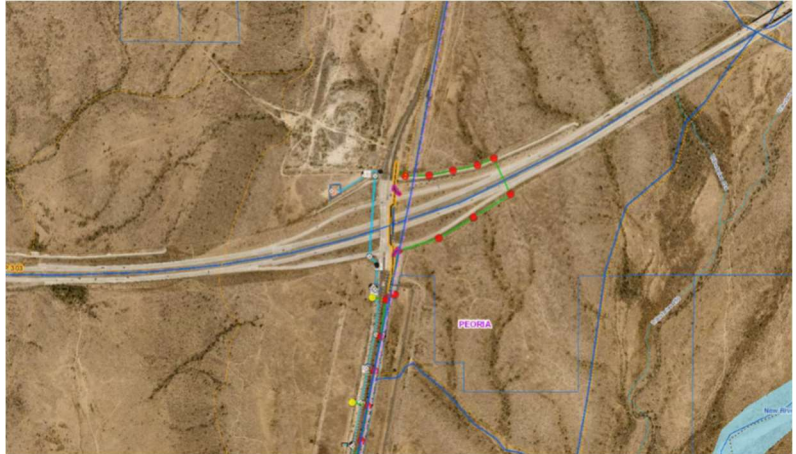
Source	Item No.	Page #	Comment	Initial Dis.	Final Dis.	Response
IDCR	3		<p>A COAR was prepared for the Estrella Freeway, SR 303L at I-17, on March 28, 2006 for the following:</p> <ol style="list-style-type: none"> 1. A new system "T" interchange between the future SR 303L and I-17 to be located at the Lone Mountain Road section line. There are no plans to extend SR 303L east of I-17. 2. A half-diamond (south side) service interchange at Dixileta Drive on I-17, one mile south of the proposed System Traffic Interchange. 3. A full-diamond service interchange at Lone Mountain Road at I-17, within but separate from the proposed system TI. 4. A full-diamond service interchange at Dove Valley Road on I-17, one mile north of the proposed TI. <p>It is Federal Highway Policy that if a project has not progressed to construction within 3 years of receiving an affirmative determination of engineering and operational acceptability that an updated proposal may need to be reevaluated. Please refer to Page 3 of the attached copy of the FHWA Memorandum dated May 22, 2017 whose subject is titled "ACTION Changes to FHWA's Policy on Access to the Interstate System".</p> <p>As this project has not advanced into construction within 3 years (COAR on the project as described above was prepared in 2006) it is recommended that the project coordinate with ADOT and the Federal Highway Administration on this issue. The Dove Valley Road TI was also part of the 2006 COAR.</p>	B/C	A	<p>A change of access report for 51st and 43rd TIs will be prepared as a separate document and included in the Final DCR as an appendix.</p> <p>The need for a change of access report for the I-17/SR303L System TI will be identified in the AASHTO section of the report. The Change of access report will be prepared during final design which would be within three years of construction. Final design is anticipated to begin in late 2022 or early 2023.</p> <p>The change of access report for Dove Valley Parkway will be prepared by others since it is outside the scope of this SR 303L DCR.</p>
IDCR	4		<p>As mentioned above, Dove Valley Road Service TI was included in the COAR prepared in 2006 mentioned above. On July 14, 2021 a meeting was held between ADOT (District, Right of Way) and FHWA to discuss conditions under which a temporary break in Access Control and a Permanent Break in Access Control could be</p>	D	D	<p>The I-17/Dove Valley TI COAR is not part of the SR 303L DCR. However, the traffic report addresses the future conditions with a Dove Valley access/roadway connection on the west side of the TI at I-</p>

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			granted given the situation with the status of the COAR for SR 303L at I-17 (See comment 3 above). Attached is a PDF copy of the list given at that meeting. I am sure that by now that a temporary break in Access Control has been granted to the City of Phoenix at Dove Valley, as to the conditions for Permanent Break in Access Control at Dove Valley Road it is not clear from documents reviewed how this will be done. If the 2006 COAR is updated/reevaluated for the project will it be done as part of that?			17. Change of access at the I-17/Dove Valley TI is being coordinated between the Central District and FHWA. Please note that the permanent COA is being processed and will be provided to FHWA for their approval by Central District.
ADOT Central District – Joselyn Valero						
IDCR	5	6	Missing information from public meeting	A	A	The public meeting was held October 20, 2021. A summary of the public meeting will be included in the Final DCR.
IDCR	6	52	Access control requirements: states 354' north and 358' south. Is this to achieve the new limits on updated RDG language or would this be the total length of access control?	A	A	This is the added length needed to achieve 660' of full access control. This will be adjusted to be compliant with the new access control guidelines.
IDCR	7	55	4.5 ROW: lengths are not consistent with updated RDG language	A	A	This will be revised to clarify the new access control requirements to be compliant with the new access control guidelines. This will also be shown on the roll plots.
IDCR	8		The proposed language is 660' of FULL access control, plus 600' or right-in-right-out. This has not been approved yet, but it is the direction the District is heading.	A	A	This will be revised to clarify the new access control requirements to be compliant with the new access control guidelines in the RDG, February 2022 Revision. This will also be shown on the roll plots and explained in the DCR text.
ADOT Right-of-Way – Stacie McKenzie						
IDCR	9		ADOT ROW does not have any comments	A	A	
Maricopa Association of Governments (MAG) – Bradlee Williams						
IDCR	10	v	Add to Phase 2 bullet: and overpass bridges at the 67th Avenue TI location.	A	A	

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IDCR	11	v	Phase 1 estimated cost: Please clarify whether these are current dollars or inflated dollars.	A	A	
IDCR	12	2	Section 1.3.1 first paragraph: break sentence: ... 51st and 43rd Avenues. The current	A	A	
IDCR	13	2	Section 1.3.1 fifth paragraph, delete: New River Corridor System TI,	D	D	There are ultimate plans for a new freeway connection between SR 303L and SR 74. The timing of this system interchange is unknown, but the existing freeway will accommodate its future implementation.
IDCR	14	2	Section 1.3.1 fifth paragraph, fix typo: "ramp"	A	A	
IDCR	15	12	Figure 5: The centroid connectors in this figure cause confusion. A color-coded map of roads by type without the connectors type might be easier for the reader to understand.	A	A	The figures have been updated and the connectors have been removed.
IDCR	16	14	Figure 8: The centroid connectors in this figure cause confusion. A color-coded map of roads by type without the connectors type might be easier for the reader to understand.	A	A	The figures have been updated and the connectors have been removed.
IDCR	17	64	4.13.1: The 43rd and 51st TI are considered in place and functional for the purposes of this DCR. Consider language such as "Following the design approach used in the 43rd and 51st Avenue TIS, the 67th Avenue overpass bridges will be...."	A	A	Paragraph has been revised.
IDCR	18	71	6.1 Paragraph 4, bullet 3: Add a bullet: Construct the 67th Avenue overpass bridges, but not the TI cross street improvements.	A	A	
IDCR	19	72	9th bullet: Delete (move to Phase 2 improvements on previous page)	A	A	
City of Peoria – Dan Nissen (combined staff comments)						

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IDCR	20	74	Recommend that game fencing be installed along both sides of L303 between LPP and I-17, as needed. In Peoria we recommend fencing between LPP and Deadman Wash.	B	A	After reviewing the crash data in detail, we only found 4 crashes (in the five-year period) with animals. A recommendation was added (on page 73) to review the crashes during final design to determine if it warrants game fencing.
IDCR	21	74	I understand that the LPP & L303 TI has been a location of high burro-vehicle accidents. Has there been any coordination with BLM, ASLD, AZGF related to this accident data and are there any proposed improvements to be included with this project? Do any additional game cameras need to be installed?	B	A	The crash data shows 4 crashes (in the five-year period) along this segment. Although the crash history does not indicate a pattern, additional coordination regarding this issue should continue during final design stages. The following bullet was added to Section 2.1 Crash Analysis: There were a total of 4 vehicle crashes with animals along this segment in the five-year period. Although this does not indicate a significant pattern, further evaluation of vehicle/animal crashes should be conducted during final design to determine if game fencing should be included with the project. The implementation plan also includes a statement to evaluate the need for game fencing along the corridor.
IDCR	22	47	Coordinate with the City of Peoria to enhance the existing landscape at the L303 and LPP TI	A	A	Clarifying language will be added that landscape and aesthetic coordination with the City of Peoria, City of Phoenix, ASLD, and the ADOT Central District will be required during final design stages.
IDCR	23	67	The City of Peoria Parks, Recreation, Open Space, Trails, Sports Facilities and Libraries (PROST) identifies a future trail along Deadman Wash, the CAP and New River. The DCR recognizes the trails along the CAP and Deadman Wash. It does not recognize the trail along New River (Section 4.16). I	A	A	Added trail along new river.

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			attached a clip from our GIS layer. 			
IDCR	24	55	Will any of the proposed drainage improvements require the FCDMC to update the Upper New River Area Drainage Master Plan?	B	D	The project is not anticipated to require any updates to the New River ADMP.
IDCR	25	63	Does the CAP have any proposed upgrades to the CAP canal?	B	D	The existing CAP bridges are wide enough to accommodate widening. However, the Final Design team should continue coordination.
IDCR	26	63	Section 4.16 states that utility conflicts will be resolved during the design phase. The City of Peoria wanted to make sure you are aware of the exiting utilities at the LPP & L303 TI. I attached a clip	B	A	Thank you for providing this information. The project is only anticipated to include SR 303L median widening in this area, and conflicts with the City's utilities are not anticipated.

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			<p>from our GIS layer</p> 			
City of Phoenix Water Services – Can Xiao						
IDCR	27	Water Utilities	<p>We have reviewed the provided design documents and find that the most significant impact to the water transmission main design/construction is the proposed grades/elevations for the “TSMC” frontage road. Though the transmission main is not directly under any of the frontage road pavement, it will still be impacted by the amount of proposed fill to raise the elevation of the road 5’-8’ above existing grade. The proposed fill extends across the width of the City’s easement, which is good from an access standpoint, however the amount of cover on the pipe will be 12’-15’. Four (4) cathodic protection test stations, one (1) fire hydrant assembly, and one (1) blow-off assembly will need to be adjusted/raised to the proposed higher grades.</p> <p>We will work with Sundt regarding leaving enough slack in the cathodic protection wires so that when the test stations get adjusted, it will be just a matter of raising the Christy boxes that house the terminal boxes. For the fire hydrant and blow off assemblies, we don’t think much can be done until the fill is placed by the ADOT contractor. The ADOT construction documents should include details to raise the impacted stations and assemblies.</p>	C – for final design team	D – for DCR	<p>This comment appears to be intended for project F0424: 51st and 43rd Avenues TI project but was provided for the IDCR from Lake Pleasant Parkway to I-17. Although project limits overlap, the final design team for F0424 should provide response and this comment has been forwarded on and that team for further resolution.</p>

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IDCR	28	Sewer Utilities	Can the light pole bases and associated electrical conduits be moved south outside of the 90' water and wastewater easement from sta 2075 to sta 2093?	C – for final design team	D – for DCR	This comment appears to be intended for project F0424: 51 st and 43 rd Avenues TI project but was provided for the IDCR from Lake Pleasant Parkway to I-17. Although project limits overlap, the final design team for F0424 should provide response and this comment has been forwarded on and that team for further resolution.
IDCR	29	Sewer Utilities	Can the storm drain crossing the frontage road at sta 2075 be moved further away from the planned future sewer manhole?	C – for final design team	D – for DCR	This comment appears to be intended for project F0424: 51 st and 43 rd Avenues TI project but was provided for the IDCR from Lake Pleasant Parkway to I-17. Although project limits overlap, the final design team for F0424 should provide response and this comment has been forwarded on and that team for further resolution.
IDCR	30	Sewer Utilities	Approximately 14 sewer manholes from sta 2075 to sta 2110 will need to be raised. Most of the grade changes are too large to adjust with grade rings. They will need to be raised by removing the cones, adding 60" diameter manhole sections, replacing the cones, adjusting grade rings to new grade, and recoat the interiors of the manholes.	C – for final design team	D – for DCR	This comment appears to be intended for project F0424: 51 st and 43 rd Avenues TI project but was provided for the IDCR from Lake Pleasant Parkway to I-17. Although project limits overlap, the final design team for F0424 should provide response and this comment has been forwarded on and that team for further resolution.
IDCR	31	Sewer Utilities	Sheet 188 shows grading of a new channel on the east of 43rd ave adjacent to ADOT ROW. Is there a design for this channel north of the ADOT ROW? The Kimley Horn 43rd Ave road plans show the design of this channel ending about 400' north of the ADOT ROW. Is there a design that connects the two? There will be a Phoenix Water Services maintenance access road to the east of this channel.	C – for final design team	D – for DCR	This comment appears to be intended for project F0424: 51 st and 43 rd Avenues TI project but was provided for the IDCR from Lake Pleasant Parkway to I-17. Although project limits overlap, the final design team for F0424 should provide response and this comment has been

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						forwarded on and that team for further resolution.
IDCR	32	Sewer Utilities	Sheet 164. Sta 2069+/- . Is ADOT planning a fence across the 90' water and wastewater easement at this location? If yes, Phoenix would like to have a gate at this location similar to the one at sta 2100.	C – for final design team	D – for DCR	This comment appears to be intended for project F0424: 51 st and 43 rd Avenues TI project but was provided for the IDCR from Lake Pleasant Parkway to I-17. Although project limits overlap, the final design team for F0424 should provide response and this comment has been forwarded on and that team for further resolution.
IDCR	33	Sewer Utilities	Sheet 206 Sewer Manhole at sta 320. There is a note calling out a manhole rim elevation of 1573.88. Confirm this is the planned elevation after adjustment or is this the elevation difference between the Wilson sewer plans and the ADOT datum?	C – for final design team	D – for DCR	This comment appears to be intended for project F0424: 51 st and 43 rd Avenues TI project but was provided for the IDCR from Lake Pleasant Parkway to I-17. Although project limits overlap, the final design team for F0424 should provide response and this comment has been forwarded on and that team for further resolution.
Arizona State Land Department – Michael Naber						
IDCR	34		Exec Summary, 7 th para.; Sec. 1.1, 4 th para.; Sec. 1.2, 6 th para.; Sec. 1.3.1, 2 nd para.: It is stated that “Although frontage roads are not planned in this area, the diamond TI configuration would best accommodate their implementation in the future should the need arise.” It is also stated the diamond TI is the recommended alternative for the 67 Ave/SR303L TI. Sec. 1.3.1 states there is an existing NB and a SB frontage road between 43 rd Ave and the I-17/SD Dr T.I. There is also a planned frontage road on north side of SR303L between 43 rd Ave. and 51 st Avenue that ADOT has committed to build. What is required for the frontage roads to be included in the future in the RTPFP with secured funding rather than being built by the developer on the developer’s land (which is currently State Trust land)?	C	D	Additional frontage roads beyond those mentioned in this DCR are not currently planned within the project corridor. Future development needs may necessitate the consideration of frontage roads. Based on the traffic analysis for the SR 303L corridor, additional frontage roads are not needed to address the capacity requirements and traffic operational requirements for SR 303L.

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IDCR	35		Sec. 1.1, 4 th para. – The text states there is an existing frontage road between 43 rd Ave and the I-17/SD Dr T.I. It should be plural since there is both a NB and a SB frontage road between 43 rd Ave. and the I-17/SD Dr T.I. (See Sec. 1.3.1, 2 nd para. & Sec. 4.13, Fig. 48 (pg 65).)	A	A	
IDCR	36		Sec. 1.2, 4 th para. – Change to “... with the rapidly developing <u>Taiwan Semiconductor Manufacturing Corporation (TSMC) site parcels generally located north of SR303L to south of Dove Valley Road and between 43rd Avenue and the Deadman Wash Tributary No. 2 (west of 51st Avenue) will further...</u> ”.	A	A	
IDCR	37		Sec. 1.3.2, Sec. 4.16, and Sec. 8.2, 7th para. – (a) The roll plots do not include MP (mileposts). It is unclear where these trails are. (b) Which highway do you refer? Lake Pleasant Parkway? Carefree Highway? SR303L? (c) There are no ROWs on State Trust land within the SR303L project (STA 1802 to STA 2175) that allow trails.; (d) The City of Phoenix Trails Master Plan shows several proposed approximate locations of multi-use trails in this area including along SR303L, the floodplains, and the future arterial roads (i.e., 67 th Ave, 51 st Ave, 43 rd Ave).; (e) The second bullet is a Maricopa County trail.	A	A	Mileposts have been added to the roll plots, and clarifying information added to text and labels added to the roll plots.
IDCR	38		Sec. 1.3.2, 3 rd para. – For clarification, change to “The City of Phoenix is planning arterial street improvements that would construct the portions of the Dove Valley Parkway, 51 st Avenue and 43 rd Avenue from the <u>three TI’s (SR303L/51st Ave. TI, SR303L/43rd Ave. TI, I-17/DVR TI) to the TSMC facility.</u> ”	A	A	
IDCR	39		Sec. 1.3.3, 4 th para. – Should “Lone Mountain TI” be “SR303L/Sonoran Desert Drive TI”?	A	A	Yes
IDCR	40		Sec. 1.3.4 – It may be best to attach the two ADOT SR303L ROWs (KE 16-112646 and KE 16-112647) as an Appendix or at least reference them since they contain specific ASLD requirements.	A	A	Reference added
IDCR	41		Sec. 1.3.5, 1 st para. And Appendix F, Sec. 1.3 and Sec. 1.8 – (a) Please provide electronic copy of 2005 and 2006 drainage reports. (b) Has the drainage report for the west side of the I-17/Dove Valley Road TI (STA 10+00 to STA 16+00) been found? Please provide.	A	A	(a) The 2005 and 2006 drainage reports for the original SR303L DCR will be provided electronically in the next submittal

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						(b) The H7167 01C Deer Valley Road TI project Drainage Report has been requested from ADOT but at this time it does not appear to be available.
IDCR	42		Sec. 1.3.5 (Table 2); and Appendix F (Sec. 1.4, Table 1) – (a) For each station culvert, could you add the 100-yr cfs peak flow in the table; (b) For bridges crossing floodplains, could you add a table to the drainage section and give the 100-yr cfs peak flow in the table with the STA location? I do note that Table 4 has these bridges, but it only gives Mileposts. Also, am unsure why RCB #3 is in Table 4 if other reinforced box culverts are not.	A	A	100-year peak flow added for culverts and bridges crossing drainage ways.
IDCR	43		Sec. 1.3.5 (Table 2) – The STA 1814 culvert is not in Table 2.	A	A	Existing culvert east of LPP added to table.
IDCR	44		Sec. 1.3.5 – The following drainage structures should be described in the text: Drainage easement south side at STA 1845; Structure (Gabion wall protection bridges?) at STA 1869.1 and STA 1877.9, and at STA 1967 and STA 1971; and Structures (Levee?) on north side of SR303L at STA 1886.5 and STA 1892.4.	D	D	Features are part of general description of existing drainage along SR303. These specific locations are existing drainage features of structures or systems already listed. Station 1845 – Existing Drainage easement is for roadside ditch outfall to New River. Existing ditch around CAP Siphon bridge terminates at the ROW / Easement at this location and leaves the ROW to an existing small wash feature. Station 1869.1 – Existing spur dike and abutment protection CSA lining is for New River Bridge crossing Station 1877.9 – Existing spur dike for New River and bridge abutment protection Station 1967 – Existing spur dike / finger dike for New River bridge crossing Station 1971 – Existing spur dike / finger dike for New River bridge crossing.

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						Station 1886.5 - Existing spur dike / finger dike for New River bridge crossing. Station 1892.4 - Existing spur dike / finger dike for New River bridge crossing.
IDCR	45		Sec. 1.3.5 (Table 3) & F-1.5 (Table 2) – The channels are not labeled either on the roll plots or other maps.	A	A	Labels added to offsite drainage file to display on Roll Plots.
IDCR	46		Sec. 1.3.5, Table 2 & 3; Sec. 4.6, 4 th para., and Appendix F HY-8 calcs – The tables show the design flow is the 50-year storm. Sec. 4.6 states the 67 th Ave RCBCs will be designed for 50-year peak flow. ASLD requires that drainage structures be designed to 100-year storm peak flow and if not, then drainage easement would be needed for backwater ponding or overflow. ASLD does not want to encumber developable land with drainage easements and so structures should be sized for the larger event.	A	A	The proposed culvert has adequate capacity for the 100-year storm event. Further hydraulic analysis is required during final design to reduce upstream impacts at proposed box culvert crossing.
IDCR	47		Sec. 1.3.6 and Sec. 4.12 – (a) The project starts at STA 1802 (1,350 east of Lake Pleasant Pkwy centerline). Utilities west of this STA should be deleted from text.; (b) Station locations of existing utilities should be given.; (c) I have the existing 69kV (KE 14-113155) crossing SR303L at about STA 2054 (the Old 51 st Ave alignment). It will be relocated to about STA 1986 which is west of the New 51 st Ave alignment.; (d) At the Old 51 st Ave crossing of SR303L, I also show ROW 15-000147 (Qwest) and ROW 16-109021 (COPhx Waterline). Please research these.; (e) At STA 2135, I show ROW 16-112562 (APS) crossing SR303L.	A/D	A/D	(a) These utilities will be deleted from the text. (b) Stations have been added (c) 69Kv line has been relocated. Text will be updated to reflect this. (d) There are no Qwest crossings or City of Phoenix crossings here (maps obtained) (e) Correct, this has been included in the text
IDCR	48		Sec. 1.3.6, 2 nd para. and Sec. 4.12 – For the original SR303L Plans & ROW, ASLD requested empty utility sleeves for potential future utilities at about STA 1914 and STA 2000. Please include these whether existing or not in the text discussion.	A	A	Utility sleeves will be further coordinated with utility agencies during final design and discussion has been included for the potential for ASLD sleeves at these locations in the text in Section 4.12.
IDCR	49		Sec. 1.3.8 – The Roll Plots in Appendix C have only STA locations and not MP. Table 4 should instead reference the Station ID so these structures (drainage channels, floodplain bridges) can be readily located.	A	A	Mileposts added to roll plots.
IDCR	50		Sec. 2.2.1, 3 rd para. – Change to “... the North Phoenix 3500 Planned Unit Development (PUD) <u>(Z-37-20-1)</u> site that is 3720	A	A	

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			acres of vacant State of Arizona Trust Land chosen for the placement of a the massive TSMC semiconductor manufacturing plant on approximately 1,130 acres of that land. The primary campus for the TSMC production facilities will lie north of the SR 303L and south of the Dove Valley Road, between 43 rd Avenue and the Deadman Wash Tributary No. 2 (located west of 51 st Avenue) Avenues. The PUD vacant land east of.... The PUD vacant land north and west of the TSMC..."			
IDCR	51		Sec. 2.4.1, 3 rd para. (pg 24) & Table 18 – Change to: "... except for the northbound and eastbound approaches at Sonoran Desert Drive and North Valley Parkway intersection, and the southbound approach at I-17 southbound frontage road and Dove Valley Road intersection during the PM peak hour."	A	A	
IDCR	52		Sec. 4.5, 2 nd para. – These SR303L/64 th St TI access control anticipated acquisitions (330 feet additional full access control beyond existing ROW (for a total of 660 feet), plus an additional 660 feet RIRO only) have not been agreed to yet between ASLD and ADOT.	A	A	The following sentence was added: ADOT would need to acquire the recommended access control requirements from ASLD, and further coordination will need to continue throughout the development process.
IDCR	53		Sec. 4.7 & Sec. 8.2, 6 th para. – Ephemeral waters are no longer excluded under the 8/30/21 Federal court ruling which vacated and remanded the NWPR. This applies unless ADOT already has a Corps-approved AJD under the NWPR.	A	A	Sections have been updated to consider current policy.
IDCR	54		Sec. 4.8, 4 th para. – Explain: "Changes to floodplains and floodways north of the ADOT ROW are proposed due to offsite private development". Which floodway(s)? Is TSMC (impacts only Zone A of DMWT #2, DMWT #2b, and Upper Buchanan Wash) the only proposed change by a private developer?	A	A	Yes, the only proposed changes are the CLOMR submitted by TSMC for Dead Man Wash Tributary #2 and #2b. ADOT is also in the process of preparing the CLOMR for Upper Buchanan Wash in coordination with ASLD and the City of Phoenix.
IDCR	55		Sec. 4.8, 5 th para.'s Table 28 and Appendix F, Sec. 1.7.3 Table 4 – (a) STA 1856+37 FP designations appear incorrect from ASLD PALMS (NRWT #5 (AE), #10 (A), and #15 (A)); (b) STA 1937+00 is DMWT #1 (not DMW); (c) STA 2008+02 The TSMC Wood/Patel	A	A	(a) The stations listed do not correlate to the listed FP designations in order. The FP designations list the FZ types at

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			CLOMR Case 21-09-0854R for DMWT #2 and #2a has been FEMA approved 8/20/21.			the crossing. Refer to the effective FEMA map panels and County GIS data for the current flood zone. (b) No change. This is for the south leg of 67 th Ave into DMW (c) Updated
IDCR	56		Sec. 4.8, 5 th para.'s Table 28 and Appendix F, Sec. 1.1, 2 nd para, Table 4 – (a) City boundary is at STA 1879+50 within New River floodplain. Change floodplain Jurisdiction and Recommendations throughout Table for STA east of this boundary (i.e., City of Phoenix, not Peoria).; (b) 67 th alignment is at STA 1939 so correct Appendix F, Sec. 1.1, 2 nd para.	A	A	Updated to correct floodplain administrator
IDCR	57		Sec. 4.8, 5 th para.'s Figures and Appendix F, Sec. 1.7.3 Figures – (a) Figure 36 should be STA 1869+15 (not 1839+15).; (b) STA 1879+57.00 One-36" CMP, STA 1889+51.52 One-36" CMP, and STA 1893+80.70 One-36" CMP in New River floodplain is not shown in a Figure (i.e, in Figure 36, etc.);	A	A	(a) Station corrected (b) No change. Will not add small culvert labels to graphics illustrating floodplains.
IDCR	58		Sec. 4.11, 9 th para.; Sec. 8.2, 7 th para. – To add to my comments on the VE Package and Public Meeting Draft Presentation Slides, I support the statement that ADOT will consider lighting impacts to adjacent residential areas outside the ADOT ROW. I also support that a noise study will be done at final design. However, it should state that ASLD will have input to locations (i.e., at the dip of SR303L between Tl's in a residential State Trust land area).	A	A	The following statement was added to the environmental considerations chapter regarding noise: ADOT should coordinate with the Cities and ASLD during the noise evaluation so that any planned developments are considered.
IDCR	59		Sec. 8.1 – Please provide these EA's for our files.	A	A	
IDCR	60		Sec. 8.2, 2 nd para. – Land jurisdiction in part of this area is now also owned by TSMC. Also, ASLD's ROWs have requirements specific to cultural resources. Sec. 8.2, 4th para. – ASLD's SR303L ROWs have requirements specific to native plants.	A	A	Added TSMC to list of land jurisdiction within the project area. Added text to discuss the surveys and Section 106 consultation processes that have occurred to-date for the 51 st and 43 rd Ave TIs project and that any additional ROW or TCEs will require survey and documentation that complies

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						with Section 106, the Arizona Antiquities Act, and the State Historic Preservation Act. Added text to state, "ADOT will adhere to ASLD's native plant removal procedures and requirements if removal of any protected native plants is necessary for project construction."
IDCR	61		Sec. 8.2, 4th para. – ASLD's SR303L ROWs have requirements specific to native plants.	A	A	Added text to state, "ADOT will adhere to ASLD's native plant removal procedures and requirements if removal of any protected native plants is necessary for project construction."
IDCR	62		Sec. 8.2, 6th para. – ASLD requires any Sec. 404 JD to be submitted to ASLD for concurrence prior to submittal to the Corps. Documentation to ASLD of no Sec. 404 permit needed is also required.	A	A	ASLD provided concurrence in an agent designation letter on January 13, 2022 of the PJD that covers most of the project limits for the SR303L 51 st and 43 rd Ave TIs project. A PJD for any additional areas where work may occur as part of later construction phases will be prepared as the next construction phase nears final design. The PJD for any additional areas that include State Trust land will be provided to ASLD for concurrence at that time prior to submittal to the Corps. A Section 404 permit will be required for any work within potentially jurisdictional waters. The need for a Section 404 permit will be evaluated when the next phase of construction nears final design.
AC	63		Appendix C – Please provide CAD files for Roll Plots linework.	A	A	Cadd files will be provided once the DCR is finalized.
AC	64		Appendix C – See <u>attached</u> discrepancies between ASLD GIS ROW linework and Roll Plot ROW linework.	D	D	ASLD PALMS GIS uses 0.999600, while ADOT has ground adjustment factor (GAF) of 1.00016. Additionally, ASLD

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						uses a false easting =500000 and northing = 0 and ADOT uses (0,0). For the ADOT project, we will continue to use the right-of-way linework provided by ADOT.
AF	65		Appendix F – Please include topographic contour map substantiating the contours used in the HY-8 calcs.	A	A	A Contour Map has been added to the HY-8 appendix folder for the 67 th Avenue culvert crossings
AF			Appendix G and DCR – I note that portions of DCR are missing (not written yet).	A	A	Appendix G added to Draft Final DCR