

## Project Level PM Quantitative Hot-Spot Analysis

### – Project of Air Quality Concern Questionnaire

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### Project Setting and Description

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept memo and an environmental assessment (EA) for the Interstate 10 (I-10) Koli Road traffic interchange (TI) (Project). The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. In addition, the Gila River Indian Community will construct Koli Road from the proposed I-10/Koli Rd traffic interchange to Maricopa Road in parallel with the proposed traffic interchange. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10, generally between the Wild Horse Pass Blvd and SR 347/ Queen Creek Rd (Figure 1 – Vicinity Map). Within the Koli Road TI Project study area limits, I-10 currently consists of three through lanes in each direction at the Wild Horse Pass Blvd TI and transitions to two through lanes in each direction right before Queen Creek Road TI, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, will add one general purpose lane and a high-capacity vehicle lane. The I-10 Wild Horse Pass Corridor Project is a separate project and its EA received a finding of no significant impact in March 2024. As a result, implementation of the I-10 improvements represents the existing condition for the proposed Koli Road TI and these improvements were included in both the No-Build and Build scenarios for the proposed Koli Road TI project. The Koli Road TI would accommodate the 5-lane configuration along I-10.

Figure 2 shows the diverging diamond interchange (DDI) configuration, which is the recommended Build alternative. On the west side of I-10, the Koli Road TI would connect with an extension of Koli Road from Maricopa Road to I-10, just south of the existing Firebird Lake. On the east side of I-10, the Koli Road TI would connect with an extension of Kyrene Road to the south. The Kyrene Road extension has not yet been defined; however, it is reasonably foreseeable based on information provided by the Community. The construction of these local roadway extensions would be privately funded by the Community and they are, therefore, outside the scope of any required ADOT approvals.

The purpose of the proposed Project is to provide new and improved access to I-10 in the vicinity of Koli Road. This new access would accommodate traffic for current and future land use and development, would help relieve future congestion at the adjacent TIs, and would relieve congestion on the local roadway network that occurs following Wild Horse Pass events.

The scope of work for this Project includes:

- Construct new TI between the existing Wild Horse Pass Boulevard TI and SR 347/Queen

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Creek Road TI

- Acquire new easement on Gila River Indian Community lands to accommodate the TI
- Modify drainage features, if necessary
- Relocate utilities, if necessary
- Evaluate weaves between Koli Road and adjacent TIs
- Install signing, pavement striping, and lighting
- Remove vegetation, including trees, and revegetate areas disturbed by construction

The Project limits are generally located within ADOT's existing I-10 easement; however, additional easement would likely be needed for the Project.

These projects are within the Phoenix PM10 nonattainment area. The proposed project is included in the *Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) MOMENTUM 2050*. In addition, the combined project is included in the *FY 2022-2025 MAG Transportation Improvement Program*.

Figure 1. Project Vicinity Map

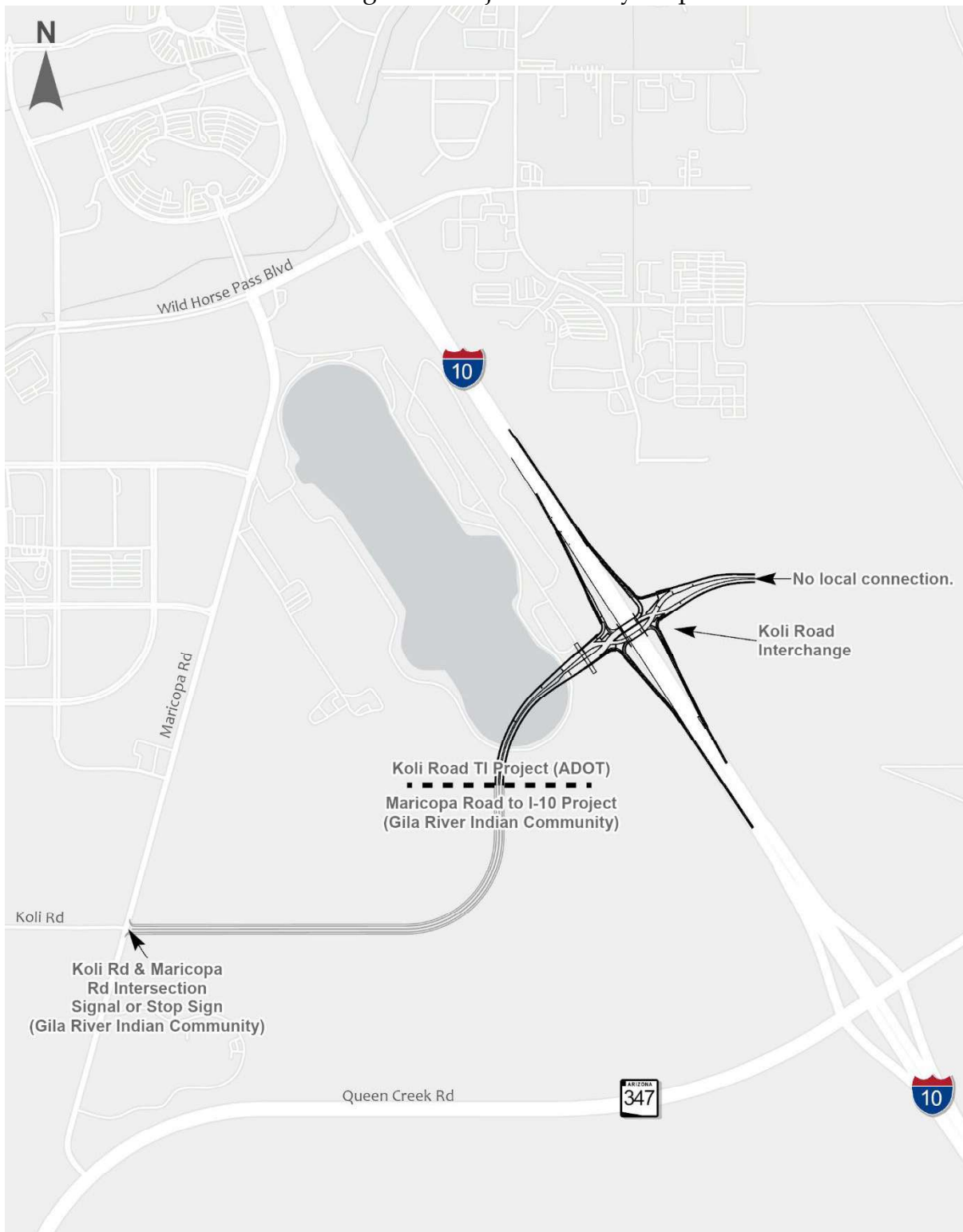
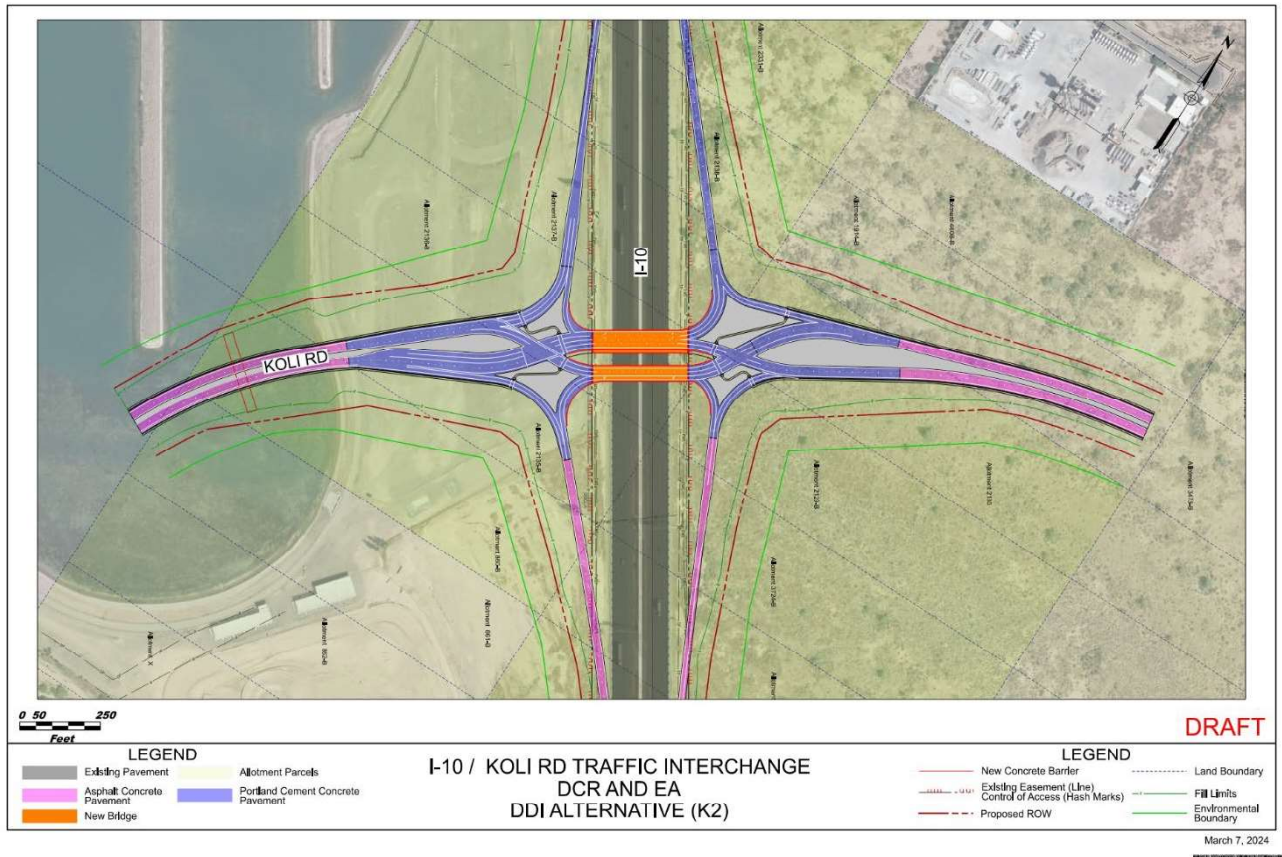


Figure 2. Preferred Traffic Interchange DDI Alternative



## Project Assessment

The following questionnaire is used to compare the proposed project to a list of project types in 40 CFR 93.123(b) requiring a quantitative analysis of local particulate emissions (Hot-spots) in nonattainment or maintenance areas, which include:

- i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of an increase in traffic volumes from a significant number of diesel vehicles related to the project;
- iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

If the project matches one of the listed project types in 40 CFR 123(b)(1) above, it is considered a project of local air quality concern and the hot-spot demonstration must be based on quantitative analysis methods in accordance to 40 CFR 93.116(a) and the consultation requirements of 40 CFR 93.105(c)(1)(i). If the project does not require a PM hot-spot analysis, a qualitative assessment will be developed that demonstrates that the project will not contribute to any new localized violations, increase the frequency of severity of any existing violations, or delay the timely attainment of any NAAQS or any required emission reductions or milestones in any nonattainment or maintenance area.

On March 10, 2006, EPA published *PM<sub>2.5</sub> and PM<sub>10</sub> Hot-Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM<sub>2.5</sub> and Existing PM<sub>10</sub> National Ambient Air Quality Standards; Final Rule* describing the types of projects that would be considered a project of air quality concern and that require a hot-spot analysis (71 FR 12468- 12511). Specifically on page 12491, EPA provides the following clarification: "Some examples of *projects of air quality concern* that would be covered by § 93.123(b)(1)(i) and (ii) are: A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;" .." Expansion of an existing highway or other facility that affects a congested intersection (operated at Level-of-Service D, E, or F) that has a significant increase in the number of diesel trucks;" These examples will be used as the baseline for determining if the project is a project of air quality concern.

## New Highway Capacity

Is this a new highway project that has a significant number of diesel vehicles? *Example: total traffic volumes  $\geq$ 125,000 annual average daily traffic (AADT) and truck volumes  $\geq$ 10,000 diesel trucks per day (8% of total traffic).*



**NO** – This is a “new” connection project. However, this project does not have a significant number of diesel vehicles. Traffic modeling and analysis confirm project improvements re-distribute existing truck traffic, and there is no capacity increase along I-10. Adding lanes to I-10 and improvements to Wild Horse Pass Blvd TI and Queen Creek Rd TI are part of I-10 Wild Horse Pass Corridor Project, a separate and independent project.

This highway project will not result in a significant increase in the number of diesel vehicles. The total AADT and truck AADT for the Build alternative were compared to the No Build alternative on roadway segments along the project corridor, as summarized in Table 1 below. Please note that the improvements from the I-10 Wild Horse Pass Corridor Project are the baseline existing condition in both the No Build and Build alternatives for the proposed Koli Road TI project. As can be seen in Table 1, only minor truck AADT difference would occur on roadway segments. For example, truck AADT differences range from -695 to 840 vehicles on I-10 mainline segments in 2050 Build alternative, compared to the No-Build alternative. On Koli Road from Maricopa Road to I-10, the highest truck AADT increase would be 1,745 vehicles within the study area. The truck AADT increase on the Koli Road is the result of traffic re-distribution in the network with the addition of the Koli Road extension to I-10, there is no capacity increase on the I-10 mainline. In addition, according to available data, around 75% of medium trucks utilize diesel fuel. This means that the actual diesel truck AADT absorbed by Koli Road itself would be even less.

Based on traffic data shown in Table 1, the project is not expected to result in a significant increase in the number of diesel vehicles. Koli Road extension between Maricopa Road to I-10 was not included and analyzed in Koli Road TI project because ADOT does not include projects that are not administered in ADOT project level conformity analysis. Only federal projects require project level conformity.

Table 1 – Roadway Average Daily Traffic and Truck Volumes

Segment	2023 Existing				2050 No-Build Alternative				2050 Build Alternative				Total Truck AADT Difference (Build - No-Build)
	AADT	Total Truck AADT	MT AADT	HT AADT	AADT	Total Truck AADT	MT AADT	HT AADT	AADT	Total Truck AADT	MT AADT	HT AADT	
I-10: Wild Horse Pass Blvd to Koli Rd	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	189,375	47,130	22,370	24,760	840
I-10: At the Koli Rd TI	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	170,855	45,595	21,060	24,535	-695
I-10: Koli Rd to Queen Creek Rd	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	174,675	45,805	21,265	24,540	-485
Koli Road: Between I-10 Ramps	0	0	0	0	0	0	0	0	11,055	885	760	125	885
Koli Road: I-10 EB Off-Ramp	0	0	0	0	0	0	0	0	9,445	765	655	110	765
Koli Road: I-10 EB On-Ramp	0	0	0	0	0	0	0	0	1,840	95	90	5	95
Koli Road: I-10 WB Off-Ramp	0	0	0	0	0	0	0	0	1,985	110	105	5	110
Koli Road: I-10 WB On-Ramp	0	0	0	0	0	0	0	0	9,080	775	655	120	775
Notes: AADT – Annual average daily traffic MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds). HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds). Source: MAG													

Notes: Traffic data provided by HDR on October 25, 2024.

## Expanded Highway Capacity

Is this an expanded highway projects that have a significant increase in the number of diesel

vehicles? Example: the build scenario of the expanded highway or expressway causes a significant increase in the number of diesel trucks compared with the no-build scenario, truck volumes > 8% of the total traffic.

**NO** – This is not an expanded highway project. Adding lanes to I-10 and improvements to Wild Horse Pass Blvd TI and Queen Creek Rd TI are part of I-10 Wild Horse Pass Corridor Project as a separate project. The improvements from the I-10 Wild Horse Pass Corridor Project are considered baseline existing conditions in both the No Build and Build alternatives for the proposed Koli Road TI project.

## Projects with Congested Intersections

Is this a project that affects a congested intersection (LOS D or greater) that has a significant number of diesel trucks, OR will change LOS to D or greater because of an increase in traffic volumes from a significant number of diesel trucks related to the project?

**NO** – This project does not have congested intersections. None of the intersections would experience LOS D or greater in 2050 Build alternative for the preferred DDI TI configuration, as shown in Table 2 – Intersections LOS and Peak-Hour Volume. For information purposes, Wild Horse Pass Blvd TI and SR347 Queen Creek Road TI were analyzed in the I-10 Wild Horse Pass Corridor Project, and they would operate at LOS B in 2050 design year.

As shown in Table 3 – Intersection AADT and Truck Volumes, only minor truck difference would occur at these three intersections. At the Koli Road & I-10 EB Ramps intersection, the truck AADT would increase 1,745 vehicles. However, only 240 vehicles are heavy trucks and the majority of the truck AADT are medium trucks. At the Koli Road & I-10 WB Ramps intersection, the truck AADT would increase 220 vehicles with only 10 heavy trucks. At the Koli Road & Maricopa Road intersection, the truck AADT would increase 630 vehicles. Only 200 vehicles are heavy trucks and the majority of the truck AADT are medium trucks.

Table 2 – Intersections LOS and Peak-Hour Volume

Intersection	Peak Hour	2050 No-Build Alternative				2050 Build Alternative				Total Truck Volume Difference (Build Alternative - No Build Alternative, vph) <sup>1</sup>
		LOS (delay, sec.)	Volumes (vph)	Medium Truck Volumes (vph)	Heavy Truck Volumes (vph)	LOS (delay, sec.)	Volumes (vph)	Medium Truck Volumes (vph)	Heavy Truck Volumes (vph)	
Koli Road & I-10 EB Ramps	AM	N/A	0	0	0	B (13.7)	1,430	110	20	130
	PM	N/A	0	0	0	B (10.4)	1,645	130	25	155
Koli Road & I-10 WB Ramps	AM	N/A	0	0	0	A (1.4)	945	50	10	60
	PM	N/A	0	0	0	A (1.2)	705	80	20	100

<sup>1</sup> Truck Volume Difference includes both MT and HT  
MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds) HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).

Notes: Traffic data provided by HDR on October 25, 2024.

Table 3 – Intersection AADT and Truck Volumes

Intersection	Veh Class	2050 No-Build Alternative					2050 Build Alternative					Difference (Build - No-Build)
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	
Koli Road & I-10 EB Ramps	Total AADT	0	0	0	0	0	10,920	1,975	0	9,445	22,340	22,340
	MT AADT	0	0	0	0	0	745	105	0	655	1,505	1,505
	HT AADT	0	0	0	0	0	125	5	0	110	240	240
Koli Road & I-10 WB Ramps	Total AADT	0	0	0	0	0	1,975	0	1,985	0	3,960	3,960
	MT AADT	0	0	0	0	0	105	0	105	0	210	210
	HT AADT	0	0	0	0	0	5	0	5	0	10	10

Notes: AADT – Annual average daily traffic  
 MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds).  
 HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).  
 Source: MAG

Notes: Traffic data provided by HDR on October 25, 2024.

### New Bus and Rail Terminals

Does the project involve construction of a new bus or intermodal terminal that accommodates a significant number of diesel vehicles?

**NO** – This project does not construct any new bus or rail terminals.

### Expanded Bus and Rail Terminals

Does the project involve an existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses (or trains) increases by 50% or more, as measured by arrivals?

**NO** – This project does not expand any bus or rail terminals.

### Projects Affecting PM Sites of Violation or Possible Violation

Does the project affect locations, areas or categories of sites that are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable plan or implementation plan submissions, as appropriate, as sites of violation or potential violation?

**NO** – The project location is not listed in MAG's 2012 SIP as a site of violation or potential violation.

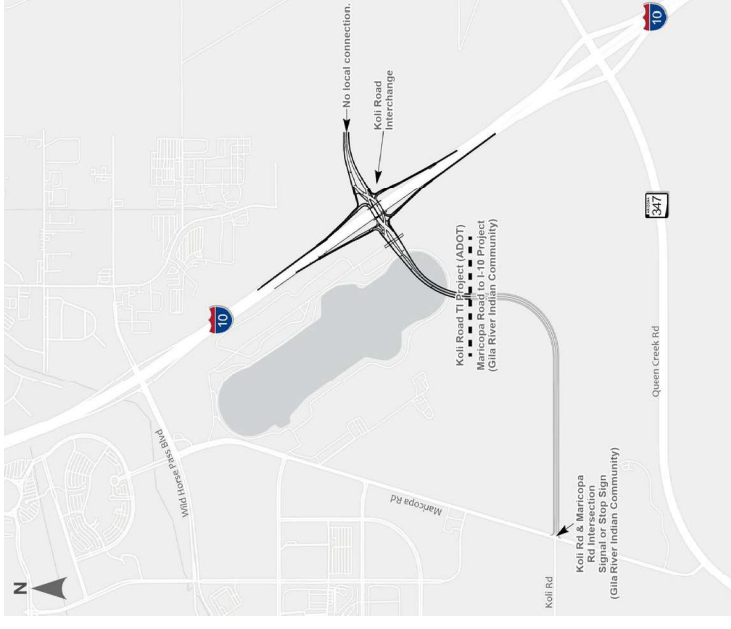
### POAQC Determination

The traffic analysis does not show a significant increase in the number of diesel vehicles due to the project. Therefore, ADOT is presenting this project for interagency consultation in accordance with 40 CFR93.105 that this project is not a Project of Air Quality Concern and thereby will not require a PM hot-spot analysis.



Interagency Consultation Comments

Project Name:		Koli Road Traffic Interchange		Name: Lindsay Wickersham Agency: US EPA Region IX	
Project Number(s):	F0701 - Koli Road Traffic Interchange_PMI				
Document Name:	Consultation_12202024.pdf				
Document Date:	12/20/2024				
Page Number	Paragraph	Table	Other	Comment	COMMENT RESOLUTION For ADOT USE
					Response Notes
1	2			This paragraph states that the I-10 consists of 2 lanes in each direction, however when looking at the I-10 on google maps within the project area, I-10 appears to be 3 lanes in each direction, and then transitions to 2 lanes right before E Queen Creek Road (around exit 164). Please update this language and clarify if the 2 additional lanes will be added to the entirety of I-10, so that some areas will be a 5-lane highway or if the entire project will be expanded to 4 lanes on each side. Further, we would like to note that adding these lanes adds capacity to I-10 that should be considered in this analysis.	The existing and future I-10 lane configuration language has been updated. The approved Wild Horse Pass Corridor improvements are included in both the No-Build and Build scenarios for the Koli Road TI project, as they are imminent regardless of the study.
3			Figure 2	Please include more information and/or additional figures detailing the path of the new roads following the proposed Koli Road Traffic Interchange. Please also add descriptions of the new/expanded intersections and connections to existing roads, and expanded TI's within the entire project area (i.e. Koli Rd Traffic Interchange to Maricopa Road)	An updated graphic has been provided for reference only. ADOT's study scope is limited to the Koli Rd TI, other portions are independent of the study.
5	1			It is stated that this project is not a "New Highway Project", however adding a new traffic interchange at Koli road will create new roads that does not currently exist in each direction of this intersection, therefore we argue that project is a new highway project. We suggest amending this statement.	This is a new connection / interchange project as stated in the consultation document, there are not a significant number of diesel vehicles per guidelines. Adding lanes to I-10 and improvements to Wild Horse Pass Blvd TI and Queen Creek Rd TI are part of a separate and independent project. These improvements were included in both the No-Build and Build scenarios for Koli Road TI project.
5	2			It is stated that, "The AADT increase on the Koli Road is the result of traffic redistribution in the network with the addition of the Koli Road TI because there is no capacity increase on the I-10 mainline." However, this project proposes to add two additional lanes to the I-10 corridor, which should increase capacity. Further, the "I-10 Koli Road Traffic Interchange Traffic Memo" states that there is an EA for the increased capacity of these road ways and intersections. Please include the additional capacity in this analysis and adjust the traffic numbers to reflect this change in capacity.	This project only focuses on Koli Road TI, improvements to Wild Horse Pass Blvd TI and SR 347 Queen Creek Road TI are part of a separate and independent project. These improvements were included in both the No-Build and Build scenarios for Koli Road TI project.
5	2			There is a misleading statement in this paragraph, "The total AADT is far lower than 125,000 and truck volumes are far less than 10,000 to be considered significant." The example referenced is an extreme case, and not the benchmark that should be used for a significant number of trucks. We recommend deleting or amending this statement.	Statement has been deleted.
5	4			On page 5, it states that this is not an expanded highway project, however there are new lanes being added to the project. We think this should be an expanded highway project and that this text should be amended.	The study scope is limited to the Koli Road TI, improvements to Wild Horse Pass Blvd TI and SR 347 Queen Creek Road TI are part of and independent project. These improvements were included as baseline existing conditions in both the No-Build and Build scenarios for Koli Road TI project.
5		1		There is traffic data included in this table for North and South of Koli Road on Maricopa Road, however there is no map or mention of where Koli road will meet Maricopa in this document. Please document where this road will be, and what type of interchange will be created to accommodate this new road.	New graphic provides project and "by-others" roadway network, i.e. north and south of Maricopa Rd connection (based on best available information). Additionally, figure 2 in the traffic memo provides traffic model segment and node connections.
6			2	Please amend to include the LOS of the other intersections in the project area, "Wild Horse Pass Blvd TI" and the "SR 347 Queen Creek Road TI"	For information purposes, the LOS of the Wild Horse Pass Blvd TI and SR347 Queen Creek Road TI were analyzed in the I-10 Wild Horse Pass Corridor Project, and they would operate at LOS B in 2050 design year. This project scope is limited to Koli Road TI.





Beverly Chenausky &lt;bchenausky@azdot.gov&gt;

## Re: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

1 message

Beverly Chenausky &lt;bchenausky@azdot.gov&gt;

Thu, Feb 6, 2025 at 1:58 PM

To: Matthew Poppen <mpoppen@azmag.gov>, "Wickersham, Lindsay" <wickersham.lindsay@epa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, ryan.eberle@gric.nsn.us, Lisa Gover <Lisa.Gover.DEQ@gric.nsn.us>

Cc: Steven Olmsted <solmsted@azdot.gov>, Joonwon Joo <jjoo@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>, MPD Programming - ADOT <mpdprogramming@azdot.gov>, "Gabiou, Dan (FHWA)" <dan.gabiou@dot.gov>, Clifton Meek <meek.clifton@epa.gov>, Karina O'Conner <oconnor.karina@epa.gov>, "Unger, Audrey C." <Audrey.Unger@hdrinc.com>, Dean Giles <dgiles@azmag.gov>, Adam Xia <Axia@azmag.gov>, "Jackson, Jeremy L." <jeremy.jackson@hdrinc.com>, David Shu <DShu@aztec.us>, "Sanchez, Ever" <Ever.Sanchez@hdrinc.com>, Caitlyn Zaremba <zaremba.caitlyn@azdeq.gov>, Trent Kelso <tkelso@azdot.gov>, Myrna Bondoc <mbondoc@azdot.gov>

Please find attached a revised consultation document with response to comments received. This project will be discussed next week for those interested in any additional clarifications, the meeting link is provided below. Thank you for your time in reviewing the documents. Let me know if you have any questions or concerns. Beverly

ADOT Transportation Conformity Coordination

Thursday, February 13 · 11:00am – 12:00pm

Time zone: America/Phoenix

Google Meet joining info

Video call link: <https://meet.google.com/usc-ivuz-eof>

Or dial: (US) +1 585-667-0052 PIN: 813 049 123#

More phone numbers: <https://tel.meet/usc-ivuz-eof?pin=9640464285692>

----- Forwarded message -----

From: **Beverly Chenausky** <bchenausky@azdot.gov>

Date: Fri, Dec 20, 2024 at 3:35 PM

Subject: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

To: Matthew Poppen <mpoppen@azmag.gov>, Wickersham, Lindsay (she/her) <wickersham.lindsay@epa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>, Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>, <Lisa.Grover.DEQ@gric.nsn.us>, <ryan.eberle@gric.nsn.us>

Cc: Steven Olmsted <solmsted@azdot.gov>, Joonwon Joo <jjoo@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>, MPD Programming - ADOT <mpdprogramming@azdot.gov>, Gabiou, Dan (FHWA) <dan.gabiou@dot.gov>, Clifton Meek <meek.clifton@epa.gov>, Karina O'Conner <oconnor.karina@epa.gov>, Unger, Audrey C. <Audrey.Unger@hdrinc.com>, Dean Giles <dgiles@azmag.gov>, Adam Xia <Axia@azmag.gov>, Jackson, Jeremy L. <jeremy.jackson@hdrinc.com>, David Shu <DShu@aztec.us>, Sanchez, Ever <Ever.Sanchez@hdrinc.com>, Caitlyn Zaremba <zaremba.caitlyn@azdeq.gov>, Trent Kelso <tkelso@azdot.gov>, Myrna Bondoc <mbondoc@azdot.gov>

To All:

ADOT is presenting the following project, **I-10 Koli Road Traffic Interchange**, for interagency consultation, per 40 CFR 93.105, to determine if the project should be treated as a project of air quality concern or not as a project of Air Quality Concern and thereby will not require a PM10 hot-spot analysis. ADOT is requesting responses to the attached *F0701\_Koli Road Traffic Interchange\_PM Consultation\_12202024.pdf*, within **30 days**. A non-response will be interpreted as concurrence that the project **is not** a project of air quality concern and does not require a hot-spot analysis. If any consulted party believes this project should be treated as a project of air quality concern that requires a Quantitative PM10 hot-spot analysis, please document the appropriate section under 40 CFR 93.123 (b) that applies to

# ADOT Monthly Air Quality Coordination Meeting Agenda

**Thursday, February 13, 2025**

Google Meet

ADOT Transportation Conformity Coordination

Thursday, December 12 · 11:00am – 12:00pm

Time zone: America/Phoenix

Google Meet joining info

Video call link: <https://meet.google.com/usc-ivuz-eof>

Or dial: (US) +1 585-667-0052 PIN: 813 049 123#

More phone numbers: <https://tel.meet/usc-ivuz-eof?pin=9640464285692>

Notes added within each agenda item.

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## 1. WELCOME & INTRODUCTIONS

Attendees: [Amanda Luecker](#), George Noel, Chris Dresser, Dan Gabiou, Katie Rodriguez, [Beverly Chenausky](#), David Shu (Aztec), Greta Halle, Jason James, Leigh Osterling

## 2. REVIEW PROJECTS

### Active Projects (General Updates/Discussion)

- **F0701 Interstate 10/Koli Road Traffic Interchange**

- Project Team Discussion of final documents provided 2/6/2025
- Aztec went over the response to comments
  - EPA has no further comments on the comment resolution documents
  - FHWA has no further comments on the comment resolution documents
- ADOT will document the response to comments on 1/6/2025
  - Next Steps - ADOT will start efforts to prepare the AQ report and anticipate to have that ready by May 2025. The Draft EA is anticipated for Fall 2025 and will be included with the EA.

# ADOT Monthly Air Quality Coordination Meeting Agenda

## Upcoming Projects

- **T0428 City of Peoria - El Mirage Road, Loop 303 to Jomax Road**

- Discussion of schedule and use of Atypical Events Report from L303 Project
- Public Open House February 26, 2025

<https://www.elmirageroadextension.com/>

1. ADOT inquired what needs to be done for CO noting it is not an applicable requirement in the region anymore.
  - a. FHWA recommended that when submitting the documents, ADOT make a note of the approach and just clarify to interagency consulting parties why CO is not included
  - b. ADOT provided overview of approach to AQ - PM10 hot spot analysis would be provided through Workfront, consultation will be initiated late February
  - c. ADOT has tentative meeting set for 3/20 to discuss the approach to modeling for this project
  - d. ADOT discussed possibly using the same background monitor (Zuni Hills) for this project that was used for F0561/F0562
    - i. EPA suggested that it would be appropriate to use the same analysis, but would need to resubmit as an atypical event again as it's a separate project and action.
    - ii. FHWA agreed with EPA, asked what years were used for older project
      1. Aztec confirmed for the 303 project they used 2021-2023 data, MAG has not published 2024 data yet.
      2. FHWA said that was acceptable to use the 2021-2023 data.
  - e. EPA said they are almost complete with review of F0561/F0562 and will be submitting final comments soon that are overall minor. Send documents to Lindsay Wickersham, Will, and Amy. EPA will provide comments on documents through the interagency consultation meeting.

# ADOT Monthly Air Quality Coordination Meeting Agenda

- **F0719 SR 24, SR202L to Ironwood Drive**

- Discussions of schedule and general approach

- Discussed timing of consultation documents, MAG programming to be adopted

## 327 MOU Major Studies Monitoring Spreadsheet (General Updates)

- General Discussions on approaching April 3, 2025 CO conformity no longer applicable - No longer consulting on CO
- Is any additional information needed on ADOT projects on 327 Major Studies Spreadsheet?
  - ADOT noted T0558 new project
  - EPA commented on the two major projects (SR30 and North South) and discussed the timing of the projects and information
  - FHWA made a comment about future SR30 project and MAG changes to programming for future 3rd segment.
- Are there any project specific breakout meetings needed?

## 3. OPEN DISCUSSION

- PROCESS/PROGRAM UPDATES
- ROUNDTABLE

- i. Future meetings

1. March 20th, 2025
2. Meetings after March will not shifted due to the daylight saving time changes.



the project and describe why the project should be treated as a project of air quality concern. Please forward to those as needed and let me know if you have any additional questions.



**Beverly Chenausky**  
ASSISTANT ENVIRONMENTAL  
ADMINISTRATOR  
**ARIZONA DEPARTMENT OF  
TRANSPORTATION**

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## 2 attachments



**F0701\_Interagency Consultation Comment Form\_EPA\_1.03.25\_Response\_v3 (1).xlsx**  
415K



**F0701\_I10\_Project-Level-PM-Questionnaire\_20250130 (1).docx**  
1094K