

Comments on the Draft EA and ADOT Responses

Public and agency comments received on the Draft EA throughout the public comment period from October 4, 2019 to November 18, 2019 and the public hearing on October 24, 2019 may be reviewed in the tables on the following pages. A total of 92 public comments were received through the online survey, comment form, phone calls, mail, email, and verbally at the public hearing. One cooperating agency, the U.S. Army Corps of Engineers, and two participating agencies, Maricopa Association of Governments and the Arizona Department of Environmental Quality, also submitted comments.

Also included in the tables are ADOT's individual responses to each comment, which answer questions, provide additional explanation, and direct the commenters to the sections of the Draft EA and Technical Reports where they can find additional information.

Public Comments

Date	Name	Channel	Comment	Response
11/18/2019	Altosino, Anthony	Email	<p>Hello,</p> <p>Are there any plans to build a sound wall on either the East or west side of I-10? I am particularly interested in a section between Ray and Warner on the east side of the I-10.</p> <p>Thank You,</p> <p>Anthony Altosino</p>	<p>Thank you for your comment. A thorough noise analysis based on ADOT abatement requirements was performed for this project to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Based on the analysis, no noise barrier is warranted at this location. Please refer the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project.</p>
10/23/19	Anderson, Cliff	Online Survey	<p>The bike/ped overpass at Alameda should be bike-friendly by not having sharp turns, by having a gradual ramp, by not having blind corners, and by minimizing the total distance needed to traverse it (minimize zig/zags).</p> <p>This project should accommodate conversion, in the future, of at least one lane (possibly an HOV lane) for sole use by autonomous vehicles, once they meet a minimum market penetration threshold. This will allow higher throughput, safer travel, and incentives to reduce traffic congestion and vehicle air pollution.</p>	<p>Thank you for your comment.</p> <p>Switchback ramps are proposed for pedestrian and bicycle bridges due to insufficient right-of-way for other types of ramps.</p> <p>ADOT is committed to stay up to date with technology and sustainable practices. Conversion of a lane to an autonomous vehicle lane is a possibility that will be evaluated once this technology becomes more prevalent.</p>
10/24/2019	Autrey, William	Comment Form	<p>Good to see NB143 @ University widen to 3 lanes. Not crazy about Western Canal Trail Bridge over I-10 - a lot of \$ for what? How many people would use it? Thanks</p>	<p>Thank you for your comment. The study team has received comments regarding improvements to multimodal connections and pedestrian connectivity across the freeway. The Western Canal Trail Bridge will alleviate the connectivity issues that were brought up by the public and stakeholders.</p>
10/23/19	B., Tristan	Online Survey	<p>I like the CD lanes, particularly for the ability to redirect traffic in the event of an accident, as well as the improvements to 143 (although I don't agree the 143 improvements are necessary). Also, pedestrian and bicycle overpasses are necessary so I am happy to see them included.</p> <p>I do not like the additional traffic lanes. Adding lanes has not solved traffic issues long term. If the additional lanes are not added, residents here will adapt; move closer to their employer or change employers, employers will increase the amount of telecommuting or add additional shifts. I would rather see policy and the market respond to traffic congestion than spending billions to increase pollution. When people's hands are forced, they make lifestyle changes. Don't add lanes and facilitate ignorant lifestyle choices that have created the congestion issues that we have today. I got tired of commuting and sitting in traffic, so I moved 6 miles from my office and now ride a bike or a scooter, or take the bus to my office. I solved my own problem, gained hours in my day, and saved a ton of money doing it. Others should too, instead of us attempting to do it for them and then taxing them for it, and then the congestion inevitably returns and/or worsens over time. We don't need an increase in the urban heat island effect and pollution advisory days.</p> <p>I would rather see two lanes added in the center of the I-10 exclusively for transit/ light rail (to actually decrease congestion and increase transit dependability and feasibility) and for emergency vehicles to be able to respond to crashes faster, reducing fatalities, and crash-related congestion (See Curitiba, Brazil's BRT system, decades ahead of us still).</p> <p>We can do better, in our lifestyle choices, and from the top down.</p>	<p>Thank you for your comment. Buses will be able to utilize the HOV lanes on I-10 to increase transit dependability.</p>
10/08/19	Bell, Thomas	Online Survey	<p>As usual, you have it wrong ADOT. You need to do what Dallas has done with their beltway. In Dallas, the existing freeway was pushed outward, and express lanes were built in the middle. These express lanes could be elevated, or dug downward. Also, how do you plan to handle going through the tunnel.</p>	<p>Thank you for your comment. There are no express lanes proposed for this project; however, HOV lanes are proposed in the center as described. Adequate ADOT ROW exists for these lanes to be at grade and thereby minimize the project cost. The deck park tunnel is outside the limits of the proposed improvements; therefore, no changes are proposed at that location.</p>

Date	Name	Channel	Comment	Response
11/18/2019	Bellville, Dean	Email	<p>Good afternoon,</p> <p>Could you please consider adding a sound wall between Warner and Ray? We live in Rhythm and the noise from I10 is deafening.</p> <p>Thanks,</p> <p>Dean Bellville Senior Architect / Project Lead Solver, Inc.</p>	<p>Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements was performed for this project to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Traffic noise immediately adjacent to the highway is impacted most by changes in traffic and can benefit from sound barriers. Noise levels at a distance from I-10 as the residences between Priest Drive and the canal in this location are less likely to change as a result of the proposed project and were not included in the analysis. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project. Based on the analysis, no noise barrier is proposed in this area.</p>
11/15/2019	Bracken, Scott	Email	<p>ADOT-</p> <p>I am looking for to the proposed changes on the Broadway Curve- as someone who's consistently on I-10 I'm in support of reducing overall traffic, even if it means more construction delays in the process to make that happen.</p> <p>I attended the open forum a few weeks ago and was impressed with the visual renderings of what it will ultimately look like plus the ADOT staff was very informative on the details; I didn't stay for the open forum discussion- how did that go?</p> <p>Thank you.</p> <p>Scott Bracken Account Executive</p>	<p>Thank you for your comment. All comments received at the public hearing, and during the public review period are included in the Final EA Errata Sheet and as an attachment to this document.</p>
11/16/19	Bradford, Christopher	Online Survey	<p>It's a little confusing calling this an "environmental" assessment, when the real issue is the roadway design. The maps are difficult to understand, so some of the below may already be addressed.</p> <p>The main point that highway and road design needs to follow is the elimination of the use of merge lanes which terminate. These are the lanes that currently have the big white painted arrows on the road surface, and the yellow triangle post signs. They bottleneck traffic because they reduce the total number of lanes for traffic flow output for the same amount of traffic flow input. They waste road area by having a huge width and length of no-line-segment road surface, in a very vague and ambiguous segment of "one huge wide lane". They cause drivers to hug the outside edge instead of using their blinkers and actually merging with the non-terminating lane and main traffic, which is a behavior that can cause accidents. On shorter transition roads, they cause drivers to use the terminating lane all the way until the very end of that lane, essentially "cutting in line". Drivers don't merge into the continuing lane prior to the very end of the terminating lane, which is a behavior that can cause accidents. Drivers speed-up to get to the very end of the lane faster, instead of slowing down and merging. The creation of these lanes is the most ridiculous thing I've ever seen. Whoever designs these lanes needs to take some university level courses on fluid flow, potentially study the human artery system, to understand how fluid flows and how arteries transition from bigger to smaller without causing flow slowdowns. Ironically, road ways are called "arterials" in some locations, probably for this exact reason. There should NEVER be fewer lanes downstream than there are upstream, without roadway exits in between the two in order to mitigate the difference in flow volume capacities at the ends. And then, in the future, NEVER USE THESE MERGE LANE STYLES AGAIN.</p>	<p>Thank you for your comment. The Environmental Assessment is prepared under the requirements of National Environmental Policy Act of 1969 for federal projects, in this case a proposed freeway improvement to analyze the potential impacts of the proposed project on built and natural environment. The maps were developed at a high-level schematic design. The existing lane drops are consistent with guidelines adopted by the American Association of State Highway Transportation Officials (AASHTO) and applied throughout the country; however, all mainline lane drops except one have been eliminated as part of the proposed project. the remaining lane drop is necessary on WB I-10 to tie in to the I-10/I-17 configuration at the split.</p>

Date	Name	Channel	Comment	Response
11/16/19	Bradford, Christopher (continued)	Online Survey	<p>There are WAY too many exits in this plan. This will confuse EVERYONE, even local resident traffic, by the new multiple exit lanes and confusing signs that will be required. In order to better accomplish this, the single exits should be separated by a very long distance, instead of using forks. I hope you are doing that already; hard to tell on the map. Also, the exits should have a full flow capacity, because some "exits" are considered "main" to drivers, but have fewer lanes than the "main" road, and all the traffic exits there. This is currently seen at the RT 143 South to I-10 East exit, where everyday there is a long backup.</p> <p>"The CD roads look and act much like frontage roads": These need to be highway quality roads with high speed capability, and few merge-in lanes (conform to previous flow statements).</p> <p>On the map it looks like there are two ways for a north bound driver to go from I-10 W to the RT 143 CD road, near AZ Mills Mall. The signage strategy may be confusing to drivers.</p> <p>The pedestrian/cyclist bridges are a waste of resources and money. Where is the foot/cycle traffic study that says they will be used or are needed? They "connect communities on either side of the highway", yet the locations you show are of industrial areas which don't have any foot/cycle traffic requirements. Maybe there's one that goes to the AZ Mills Mall, but who is going to go shopping at the mall, and carry all their purchases for a half mile across this bridge? Especially when it's over 100degF outside. And, how many people in the connecting community need to shop at the mall so often that a dedicated bridge is given to them? These highway over-bridges likely don't help as much as they cost.</p> <p>When you show these videos, it's helpful to put a "North" arrow.</p> <p>RT 143 going south, exiting to I-10 East needs more than one non-HOV lane (HOV doesn't count). When it gets to I-10, it needs to allow easy access to Baseline Rd, or the current exit which goes to Baseline Rd.. Currently there are two lane changes required for that, competing with lane changes for people going to HW 60. RT 143 going south, exiting to I-10 West needs a dedicated or separated lane which doesn't cross the flow of traffic going to the East exit, as it currently does.</p> <p>What about improvements to the surface roads during all this construction to the highway? S Priest Dr going south; S Hardy Dr going south; S 48th St at E Baseline Rd intersection. During evening rush hours (4pm to 7pm) they are already backed up when the current highway gets backed up, because people try to avoid the highway backup, but then fill these up. S Priest Dr going south at E/W Southern Ave intersection is always backed up and causes a miles-long backup on Priest.</p> <p>What about removing/modifying the stop light for the north bound traffic of S Priest Dr at the HW 60 underpass? In the morning, this light is primarily allowing the non-existent traffic coming out of the AZ Mills Mall parking lot, while it impedes north Priest flow as it stays red for about 2 minutes. In the evening, south bound Priest traffic turning onto the HW 60 East entrance ramp blocks south bound Priest traffic which isn't turning due to backup. And, when there is not HW 60 West exit ramp at Priest traffic, the light on the north side impedes south bound Priest flow.</p>	<p>The project does not include additional exits compared to the existing conditions. Access in the area will remain the same through a new network of C-D roads which are designed like freeways but at a slightly slower speed.</p> <p>The two exits for SR 143 C-D road were designed to separate the traffic heading to different destinations.</p> <p>The pedestrian bridges are included as part of the Selected Alternative in response to public and stakeholders' input.</p> <p>Two SR 143 lanes will cross I-10 to develop the Eastbound C-D road. The C-D road will provide direct access to Baseline Rd. This traffic will not need to join I-10 to get to Baseline Rd.</p> <p>Crossroad improvements are not part of the scope of this project and will remain the same.</p>
10/27/19	Brooks, Barb	Online Survey	<p>I have been following the SPINE project as it will greatly impact our area in east valley. I am particularly concerned about the actual area at Baseline and the I-10 as we consistently have challenges with severely backed up traffic, as well as so many drivers ignoring the red lights or red arrows and crowding intersections. To date, other than the extra freeway lanes and the C-D roads proposed, no one has been able to tell us What Exactly will happen at the actual Intersection where all these ramps enter/exit onto Baseline?? Very concerning.</p>	<p>Thank you for your comment. Further modifications to Baseline are beyond the scope of this project and would need to be planned and programmed at a regional level.</p>

Date	Name	Channel	Comment	Response
10/25/2019	Brownell, Marion	Email	<p>Hello,</p> <p>I just want to thank you again for a very informative meeting last night. As always Gaby did a great job. Gaby recognized us from other meetings we have attended, made us feel good & in this age of electronics is a pleasant thing to see... Thousand cheers for Gaby & the rest of the ADOT people there last night & working on this & other projects.</p> <p>I forgot to ask last night about the pedestrian overpass on I 10 from Az Mills to our neighborhood & I guess for all the pedestrian passes you will add. Will the lighting be on the pathways also? Maybe lower lighting at the base of the path instead would be good.</p> <p>Will the fences crossing the I 10 be tall enough & in a way that people will not be able to throw things over? We have heard about people throwing things & are worried about that.</p> <p>In our area we have a issue with the homeless. Right now the water retention area have places where they have cut into the fence to get into the retention area. Not sure how often that happens that they go in there but it is just something to think about.</p> <p>Thank you so much for keeping us informed. We are also looking forward to the opening of the new 202 San Tan..super yeah on that.</p> <p>Marion Brownell 602 431-0597</p>	<p>Thank you for your comment. There will be lighting on the pedestrian bridges as part of this project within ADOT's ROW. Any lighting needs outside of ADOT's ROW will be the local jurisdiction's responsibility. The lighting plan will be developed at later stages of the project in accordance to ADOT Standards and Specifications.</p> <p>The fencing on the bridges across the highway will be designed in accordance to federal standards for bridges and pedestrian overpasses.</p>
10/24/2019	Brownell, Marion	Comment Form	Thank you for the great presentation - looking forward to the start of this project. Gaby and her team do a great job - the best of any I have attended. We have attended all of your meetings. Thank you.	Thank you for your comment.
10/24/2019	Burnadette, Elaine	Comment Form	Please send layout of area - my residence faces the current berm; - my residence faces east on Coronado between Southern and the Western Camal. Community is named The Meadows, a mobile home park.	Thank you for your comment. The layout of the area with the Preferred Alternative improvements is included in the Draft EA. Please refer to Figure III-6 of the Draft EA.
10/24/19	Caslake, Jeff	Online Survey	<p>More and better bicycle facilities. The bicycle pedestrian bridges at the Western Canal and Alameda should have wide turns like the Maryland/I-17 bridge not tight 'U' turns like the Oak/SR51 bridge.</p> <p>We would love to see improved bicycle access across I-10 at all of the arterial roads, similar to many crossings of the 202 where there is a bike lane.</p> <p>I use the Broadway Road bridge westbound taking the lane. It's easier to do today where the on-ramp is close to the traffic signal. After this is complete this may be a more difficult maneuver.</p>	<p>Thank you for your comments. This project includes three pedestrian/multiuse bridges over I-10 to provide better connectivity and access across the freeway (south of Broadway, South of US 60 TI, and at Guadalupe Rd. Pleases see the Draft EA Figure III-3 through III-8 for a layout of the Proposed Alternative.</p> <p>Switchback ramps are proposed for pedestrian and bicycle bridges due to insufficient right-of-way for other types of ramps.</p> <p>Most of the cross roads are not being modified as part of this project and therefore will not have improvements to bicycle facilities. However, a bike lane will be included on Broadway Road crossing over I-10.</p>
10/24/2019	Chun, Isaac	Hearing Panel	<p>My name is Isaac Chun. My question I have for you guys was this project sounds really good, but I was wondering if it doesn't go through, is there another project in mind for expanding the highway to make it easier for traffic that goes down there? . MR. CHUN: All right. Thanks. Okay. Then I'd like to voice I'm definitely in agreeance hopefully. I'm liking what I was just hearing. I know a lot of family members and educators who live in that area who have to travel up I-17 and I-10, and talk about how traffic was, like, congested, and I think hearing this would give them a bit of more hope that they can travel a little bit more safely without the risk of cars passing them, like, way too close to each other. So I think that's a very good thing.</p>	Thank you for your comment. The selected alternative has been identified and approved in the Finding of No Significant Impact (FONSI) for construction. No other projects for improving this segment of I-10 are currently under consideration.

Date	Name	Channel	Comment	Response
11/5/2019	Coffey, Dan	Email	Hi ADOT, I'm writing to let you know that the I-10 improvements need to address the noise coming from this highway. I can hear it almost constantly now. I live at 4415 E. Monte Way and you can see how far away from the highway. The barriers need built higher and better sound proofing through the walls, additional walls or the pavement. Thanks for letting me include my comments. Sincerely, Dan Coffey	Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements was performed for this project to identify noise impacts of the proposed project on adjacent properties and determine the feasibility of noise barriers. Barriers are generally effective in reducing traffic noise for the first two rows of residences immediately adjacent to the facility. Noise levels at such a distance from I-10 as your residence would not be affected by this project and were not included in the analysis. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project.
10/26/19	Coleman, Samuel	Online Survey	Conceptually this all works out fantastic. The question that I have pending is when this is being implemented how will the roads be shut down and what will the detours be like because of the traffic from within tempe and Phoenix it just causes an overlap in delay time. Will you be closing all roads all at the same time because that's what makes traffic and accidents go so high up. This will help but it needs to be sectioned off to where one section is being addressed at a time start east bound first because that's least amount of resistance then when you have all hands on deck address 143. Then attack the I10-202 west bound. With us living so close to the 10 it would impact our mode of travel significantly considering we live right off the priest exit.	Thank you for your comment. Proper detour routes will be identified and communicated with the public as necessary prior to construction or any potential closures to minimize disruptions and traffic congestion during construction. Additionally, potential lane closures would only occur during off peak hours. We encourage you to sign-up for updates on the project website (https://azdot.gov/planning/transportation-studies/interstate-10-broadway-curve-interstate-17-split-loop-202-santan) under "Stay Informed" so you can always be notified of the latest study information.
10/29/19	Contreras, Patricia	Online Survey	We travel this corridor daily. Interruptions in traffic, due to closures, will make our commute more difficult and burdensome. Normally, I am in favor of progress but this project, for FOUR years, is not popular in my household.	Thank you for your comment. Proper detour routes will be identified and communicated with the public as necessary prior to construction or any potential closures to minimize disruptions and traffic congestion during construction. Additionally, potential lane closures would only occur during off peak hours. We encourage you to sign-up for updates on the project website (https://azdot.gov/planning/transportation-studies/interstate-10-broadway-curve-interstate-17-split-loop-202-santan) under "Stay Informed" so you can always be notified of the latest study information.
10/24/19	Cunningham, Peter	Online Survey	I'm not certain what two HOV lanes in each direction will accomplish, most drivers already misuse the single lanes we have. All it will do is provide impatient drivers another lane to dodge and weave into.	Thank you for your comment. Two HOV lanes will provide an opportunity for better connection between US 60 and the future I-17 HOV lanes and allow a more reliable travel time for HOV lane users, including express buses that travel on I-10 as part of their routes.

Date	Name	Channel	Comment	Response
10/24/2019	Eidness, Frederic	Written Comment at Public Hearing	<p>Comments by Frederic A. Eidness on the Proposed I-10 Broadway Curve Project Environmental Assessment, Double Tree by Hilton, Tempe, AZ, 6:00 pm October 24, 2019. My name is Frederic A. Eidsness. I am a State of Arizona and Maricopa County taxpayer and own a commercial warehouse which is in the wake of the proposed 1-10 Broadway Curve Project that is the subject of an Environmental Assessment required by the National Environmental Policy Act of 1969 (NEPA) and which is the subject of this public hearing. My tenants are two non-profit organizations. My tenants would like to remain at this irreplaceable property with 1-10 frontage. Thank you for the opportunity to speak here tonight. I am here to defend and raise questions about the NEPA process ADOT is undertaking, the integrity of that process and the right of the public to understand the legal requirements and be heard without governmental bias or preconception over the outcome of NEPA deliberations. Most of all, I want to be sure that my tenants and I are treated fairly involving full disclosure by ADOT of our rights under NEPA and under any eventual taking of my property and forced relocation of my tenants. Thus far, ADOT and its consultants have created much chaos, confusion and consternation for me and my tenants; though I believe the reasons are associated with ADOT's management of and communications with its paid consultants — their behavior has been exemplary. Questions I have raised about NEPA in a Certified Letter to ADOT dated October 2, 2019 have not been responded to and I submit a copy of this letter to you today for an answer (Exhibit A). I have unusual expertise in the application of NEPA to federal actions that dates back to 1970 when as a federal employee, I personally wrote the first Environmental Impact Statement (EIS) ever written by the new U.S. Environmental Protection Agency on its own action. I have had decades in the field and policy, enforcement responsibilities and managed the production of EIS's. I applaud ADOT in entering into a Memorandum of Understanding with the Federal Highway Administration (re: Surface Transportation Project Delivery Program) to essentially pilot a program where ADOT carries out much of the NEPA responsibility that heretofore would have been undertaken directly by the Federal Highway Administration (FHWA). You are on a steep learning curve, and it is in that spirit that I continue to attempt to help ADOT meet its NEPA responsibilities (ergo, my October 2nd letter). I am attaching to this verbal statement a brief biographical sketch (Exhibit B) that establishes my credentials in complying with NEPA and all federal environmental laws and in public outreach and participation; and the knowledge of Maricopa County and its environs in the context of NEPA. What ADOT is doing with respect to the Environmental Assessment (EA) of the Project is at significant variance with the spirit and intent and basic requirements of NEPA as I understand them.</p> <p>On your web site, I found a February 26, 2019 power point presentation that was presented at a public information and scoping meeting. On page 4, ADOT summarizes NEPA requirements with three bulleted points but omits critical mandated steps. On page 12 (Exhibit C) a generalized critical path schedule is graphically represented that depicts a Draft EA being subject to public comment resulting in either a Finding of No Significant Impact (FONSI) in early 2020 or a decision not proceed with the project (no build). In both instances, the graph notes "End of Study" after the public hearing and finalization of the EA. This use of the term "End of Study" implies that no further environmental studies will follow. The decision alternative of the FONSI is represented in a circle with the words "Anticipated FONSI". ADOT recently posted an update schedule on its web site that eliminates the term "Anticipated", but does not correct the diagram showing the full suite of NEPA requirements (Exhibit D). Here is how NEPA has been carried out for nearly 50 years and under guidelines and regulations published by the President's Council on Environmental Quality (CEQ) to which all federal agencies must comply. Federal Projects such as projects funded by the FHWA (excluding categorical projects) are subject to a federal/state/local/citizens review of an objective interdisciplinary assessment of environmental impacts.</p>	Thank you for your comment. A response has been provided for each of the 6 questions outlined in your comment on the next page:

Date	Name	Channel	Comment	Response
10/24/2019	Eidness, Frederic (continued)	Written Comment at Public Hearing	<p>Paraphrasing from NEPA (Public Law 91-190, Title 1, Section 101(b)(6)(C), "Federal actions significantly affecting the quality of the human environment" shall be subject to..." a detailed statement" that covers five enunciated issues including alternatives (such as no action). These detailed statements are commonly known as Environmental Impact Statements or EISs, not Environmental Assessments (or EA). In practice and under CEO's guidelines an EA is first produced (usually during the preliminary phases of project development) on which a public hearing is held. Based on the EA and public comments, the responsible agency makes a determination of 1) are environmental impacts significant; or 2) are the environmental impacts not significant? The principle purpose of the EA then is to ascertain whether or not there are significant environmental impacts. If the answer is "no" the responsible agency issues a Finding of No Significant Impact (FONSI) and the project proceeds. If the answer is "yes" a notice of intent to issue a full Environmental Impact Statement is made in the Federal Register and the lead agency produces a draft and final EIS and after opportunity for public comment, proceeds to implement the action under the independent statutory authority given to the lead agency, not NEPA. I have attached a good graphic representation of this process taken from the Wildlife Society (Exhibit E). Determination of whether the project will have significant impact on the quality of the human environment is totally subjective. It is a policy decision made at the highest levels of government. Public interest or controversy often determine the decision to undertake an EIS. ADOT is aware of this process as there are full blown EIA's being undertaken elsewhere in the state of Arizona according to notices in the Federal Register. The information you have provided to the public categorically excludes any consideration of a finding of "significant impact" and therefore the obligation to produce a full blown EIS which requires further study. I might add that in practice, EIS's, unlike most EA's, focus heavily on mitigation measures that can have demonstrative effects on individuals, property owners, businesses, tourists/travelers and the citizens of Maricopa County generally, particularly during the long construction phase. Negotiations between individual stakeholders and the responsible agency over specific mitigation measures are commonplace for controversial projects during the EIS development process. In so doing, you are depriving citizens of the right to understand the full scope of the NEPA requirements and the options available to the ADOT on which they may want to comment; and, coupled with your use of the term "Anticipated FONSI" and "End of Study", ADOT appears to have prejudged the outcome. The understanding that the public would have under your abridged NEPA process is to build or abandon the project altogether. This is a false choice and inherently wrong.</p> <p>Here are my questions: 1. Who individually has the authority make the final determination to either issue a FONSI or a Notice of Intent to produce a full EIS? 2. Will ADOT correct its abridged NEPA process to conform with the legal requirements of NEPA? 3. How will ADOT notify the public of this correction? 4. Will ADOT give the public a right to comment on the EA with full knowledge of NEPA requirements including the option to undertake a full blown EIS? 5. Can ADOT force a property owner or tenant to vacate the property before the NEPA process has been completed? 6. Will ADOT create a simple statement (and post the statement on its website) of major legal requirements that ADOT must overcome before it can force eviction?</p> <p>On a matter related to question 5 and 6 above, I received what I call is an ADOT form "Pending Acquisition Letter" (Exhibit F). As a former high level federal official fully familiar and experienced with administration of federal grants for public works projects, the application of NEPA and oversight of state delegation agreements, condemnations, etc., my reaction was "I have never seen a letter that so obfuscates the salient retirements of a proposed action that will result in taking of private property by a governmental agency and which will create so much confusion on the part of its recipient". The letter immediately which implies that ADOT has complete legal authority to take a property puts the recipient on the defensive and is easily manipulated by the project sponsor and their consultants to relocate a tenant "voluntarily" (using the benefits package as a carrot) well ahead of meeting legal NEPA requirements. A few simple changes, like answers to questions 5 and 6 above, would solve the problem. I will submit some specific concerns about the EA in writing before the close of the public comment period. Thank you.</p>	<p>Question 1. ADOT has determined through the analysis presented in the Draft EA that the identified preferred alternative would not result in significant direct or long-term adverse impacts; therefore, the selected alternative has been identified in the Final EA Errata Sheet and FONSI which is prepared and approved by ADOT.</p> <p>Questions 2 and 3. The graphic on the project website was updated to clarify the NEPA process of further study (such as an Environmental Impact Statement [EIS]) if a no build option is chosen. Page 1 of the Draft EA (Introduction) explains the process of an Environmental Assessment and the requirements related to determining significant impacts and the requirement for an EIS if necessary.</p> <p>Question 4. The public was provided the opportunity to provide their comments on the Draft EA and the associated technical reports beginning on October 4, 2019 and ending on November 18, 2019, which is more than the federally mandated 30-calendar days. Page 1 of the Draft EA (Introduction) explains the process of an Environmental Assessment and the requirements related to determining significant impacts and the requirement for an EIS if necessary. The hearing provided the public several methods to do so, i.e., panel, comment form, court reporter, and online. The public hearing was one of the many methods for the public to provide their comments on the Draft EA. Additionally, the Draft EA was made available Online and at public libraries and other accessible public locations for review and comment. Comments could be submitted online via the designated link, through email, traditional mail, and project hotline during the review period. This information was presented at the public hearing and on the website as well.</p> <p>The graphic on the website was updated to clarify the process as described in the Draft EA. We will continue to keep the website update with the latest information available.</p> <p>Questions 5 and 6. Early acquisition of property prior to completion of environmental review process for a proposed transportation project is permitted under 23 CFR § 710.501 and ADOT acquisition and relocation procedures include the Uniform Act of 1970 as mandated by the Federal Highway Administration and Title VI of the Civil Rights Act. The procedures are available online at https://azdot.gov/node/5600. Any relocation carried out shall be in accordance with the provisions of the Uniform Act and regulations in 49 CFR part 24. In addition, ADOT shall comply with the requirements of title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-2000d-4).</p>

Date	Name	Channel	Comment	Response
10/24/2019	Eidsness, Frederic	Hearing Panel	<p>I have three minutes. I'll have to really abbreviate this. Thank you very much for letting me come here. My name is Eric (Frederic) Eidsness. I happen to be a property owner in the wake of this project, and with two tenants who are non-profits, and I just want to be treated fairly. And I want you folks to succeed in your new duties on your MOU with the Federal Highway Administration to carry out this process, but what I'm going to say is presented in the spirit of trying to help you. I've been trying to get this information out since October 2nd. It wasn't until tonight I finally met somebody who could hear me and understand what I'm talking about. I have a long history in government and the private sector. I was -- I wrote the first environmental impact statement ever written by the Environmental Protection Agency in 1970 all by myself. This isn't a joke. But because of that, I asked was tasked to the Council on Environmental Quality who oversees it to help them write their rules. So I was involved from the very beginning, and I've been involved in huge groundwater projects around the country, but -- in including Maricopa County, and your transportation control strategy for the Clean Air Act. So I really have a lot of knowledge in this area, as well as the NEPA process, and so I'm coming from that perspective. A decade later, I served President Reagan as one of the top five people in the Environmental Protection Agency. So I really understand the optics and public participation stuff, and it's important to me that the NEPA process is carried out. I also applaud you on the MOUs you're in, and I think it's a great idea, but I'll be very frank with you. You're not ready. People are not skilled enough in understanding NEPA. So there have been mistakes, mistakes which are going to have to be corrected. The biggest mistake you made was that way back when you had your first meeting in February of this year -- it was a public meeting. It wasn't a hearing. There was a presentation made. In it was a graphic. And I'm just going to give you this, because it -- and this will really shorten my presentation, because you'll be able to see what I'm talking about. Is this okay if I approach you? This is the graphic. Maybe I can give two of them to the three of you. I'll have one left over for me. It's only a few pages back. That graphic is the way which ADOT presented to the public for the first time what the NEPA requirements were. It is a total abrogation of NEPA. It is misleading. From an optical point of view, it makes -- it creates the impression, this with some other things I have in my testimony, that you have made up your mind on the FONSI issue without going through the requirements of the federal statute, NEPA.</p>	<p>Thank you for your comment. The graphic on the project website has been updated to clarify the project NEPA process as presented in the Draft EA.</p>
10/17/2019	Eidsness, Frederic	Phone	<p>My name is Frederic Eidsness My telephone number is 970-402-1536. My email is eidsness@earthlink.net I am calling to find out whether there is opportunity for public comment at the hearing that will be held Thursday, October 24 between 5 and 8pm. Your website for public outreach I-10 Broadway Curve is pretty vague and ambiguous on this point. Normally, my experience public hearings as well as an opportunity for public comment but it doesn't say that anywhere it says that apparently can come in on the comment provision on this page like email or a number of places, libraries where you can send documents so I want to know if there is going to be opportunity to give public comment at the hearing. That's what a hearing is, not a presentation. It's an opportunity for comment and whether I can get on the list for that. Please call Federick Eidness at 970-402-1536</p>	<p>Thank you for your comment.. The public was provided the opportunity to provide their comments on the Draft EA and the associated technical reports beginning on October 4, 2019 and ending on November 18, 2019 which is more than the federally mandated 30-calendar days. The hearing provided the public several methods to do so, i.e., panel, comment form, court reporter, online. The public hearing was one of the many methods for the public to provide their comments on the Draft EA. Additionally, the Draft EA was made available online and at public libraries and other accessible public locations for review and comment. Comments could be submitted online via the designated link, through email, traditional mail, and project hotline during the review period. This information was communicated through news releases, local newspapers, public news advertisements, and on the project website. The presentation was an additional way for the public to receive the information verbally. The graphic on the website was updated to clarify the process as described in the Draft EA. We will continue to keep the website updated with the latest information available.</p>

Date	Name	Channel	Comment	Response
11/12/2019	Eidsness, Frederic	Email	<p>RE: Public Comment on Draft Environmental Assessment, Proposed 1-10 Broadway Curve Project</p> <p>Ladies and Gentlemen:</p> <p>I own a warehouse in Phoenix on Illini that will be taken by ADOT. I attended the public hearing on the proposed Broadway Curve Project the evening of October 24, 2019 at which time I attempted to make a statement and submit my written comments to the tribunal of three wise men/women. For the record, I am resubmitting my written comments (attached hereto). The inescapable conclusion that I have reached is that the Arizona Department of Transportation, its NEPA staff and consultants, has willfully, knowingly and deliberately withheld vital information from the public in an attempt at avoiding any controversy over the proposed expansion in order to avoid delays associated with a finding of significant impact and the necessity of conducting a full Environmental Impact Statement (EIS). The vital information that is being withheld is the basic requirement of NEPA that an environmental assessment, including the process of public participation and comment on the assessment, forms the basis to either make a determination that there is a "significant impact on the quality of the human environment", or, alternatively, that there is a finding of no significant impact (or, FONSI), which means the project can go forward without any additional NEPA review. The attached statement provides more detail and exhibits that provide conclusive evidence that ADOT is falsely representing to the public the NEPA process. The public has a right to know the facts. ADOT is willy-nilly procuring property in the wake of the expansion project under the legally false pretense that a decision has been made in advance of the NEPA process to issue a Finding of No Significant Impact (FONSI) in order to force property owners to acquiesce to "voluntarily" sell their property. This is yet another example of how ADOT has prejudged the NEPA outcome and misled the public. ADOT has been acquiring property as far back as 2012 under early acquisition procedures. However, today, ADOT is approaching property owners like me in what can only be described as an early acquisition phase, by issuing letters that state conclusively that "this property is required for the above referenced property...you are being notified of a pending acquisition" (see exhibit F of the attached statement). Thus far ADOT has expended \$450 million to acquire property along the new right of way, is currently producing requests for proposal for demolition services and intends to demolish acquired properties in the Fall of 2020. The manner in which it has recently approached owners is wholly without merit, presupposes a NEPA decision has been made and places property owners without my background in NEPA at a severe disadvantage. As a consequence, ADOT has violated its MOU with the Federal Highway Administration in the performance of its duties thus far and has violated the spirit and intent of the National Environmental Policy Act (NEPA) of 1979, if not the law itself. The following are a few examples how ADOT has misrepresented NEPA.</p> <p>NO-BUILD ALTERNATIVE: The presentation made at the public hearing included a flow diagram or conceptualized critical path schedule (slide #12, https://azdot.gov/sites/default/files/2019/07/i-10-broadway-curve-public-info-scoping-meeting-presentation-022619.pdf) that gives two alternatives only with respect to the project, a) Anticipated FONSI after which the project proceeds; and, b) No-Build. The figure omits the third NEPA requirement, a finding of significant impact and the production of a full EIS. The use of the term "Anticipated FONSI" is extremely prejudicial, is made before formal public input and is wrong. The use of the term "No Build" is a ridiculous and irrelevant inference of the NEPA requirements and authorities. The President's Council on Environmental Quality Regulations and NEPA itself requires that the project sponsor, in this case ADOT operating under an MOU, must evaluate the statutory NEPA environmental/social/economic requirements of not proceeding with the project. The legislative history and fifty years of precedent in complying with NEPA makes it clear that NEPA recognizes that the proponent of a project, say, for example, the proponent for building of a dam or award of grants for the construction of a municipal wastewater treatment system, of itself may address important environmental issues and is an act authorized under the statute(s) that enable the project to begin with, not NEPA.</p>	<p>Thank you for your comment. The graphic on the project website has been updated to clarify the project NEPA process of further study (such as an Environmental Impact Statement [EIS]). Page 1 of the Draft EA (Introduction) explains the process of an Environmental Assessment and the requirements related to determining significant impacts and the requirement for an EIS if necessary.</p> <p>Early acquisition of property prior to completion of environmental review process for a proposed transportation project is permitted under 23 CFR § 710.501 and ADOT acquisition and relocation procedures include the Uniform Act of 1970 as mandated by the Federal Highway Administration. Any relocations carried out shall be in accordance with the provisions of the Uniform Act and regulations in 49 CFR part 24. In addition, ADOT shall comply with the requirements of title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-2000d-4).</p> <p>ADOT has standard specifications and traffic control design guidelines that will be followed by the Contractor as explained in the Draft EA. Additional clarification has been added to the Final EA Errata Sheet based on MAG's and ADOT's efforts to minimize traffic impacts during construction. MAG, in coordination with ADOT, is performing additional research into travel patterns and will be working with local agencies to provide necessary improvements to ITS and traffic signal infrastructure as well as traffic signal timings to minimize the disruption to the local street network.</p>

Date	Name	Channel	Comment	Response
11/12/2019	Eidsness, Frederic (continued)	Email	<p>The reason for the no action alternative is to establish a baseline in terms of environmental, social and economic impacts of not proceeding with the project with which to compare alternatives to the proposed action and the impacts of mitigation measures. In the case of the ADOT Proposed 1-10 Broadway Curve Project, any decision to not proceed with the project would be made under the enabling authority under which ADOT is authorized to propose such a project, not NEPA. NEPA does not give ADOT any additional statutory authority to either propose or cancel a project. To put it another way, the National Parks Service of the Department of the Interior could propose to relocate the Egyptian Gaza Pyramids and place them between the National Monument and the White House that included an "It's a small world —Disneyesque ride for children". After finding that the proposed project has a "significant impact on the quality of the human environment, and full compliance with the documentation and public hearing NEPA processes, the pyramids could be built — provided the enabling legislation for the National Park Serviced allowed for such a project.</p> <p>THE EFFECTS OF HIDING FULL NEPA REQUIREMENTS FROM THE PUBLIC: ADOT's presentation material provides a false choice to the public regarding the options for the proposed project. Most people are fair minded. There seems to be support for the project overall which is reflected in the summary of the scoping meeting that is contained in the Draft EA. One and only one commenter raised the issue of how far a wall might encroach into his yard and he did so by filling out a card. Individuals who attend these government-sponsored meetings are by nature loathe to object to a project of this size and scope in such forums, bringing attention to them in a public forum. Giving such people only the option of "no build" would intimidate them and they would not speak up. Yet they have legitimate concerns. There are other property owners in Section 3 whose yards will be reduced by the expansion of the right-of-way. The EA does not address mitigation measures at all for these property owners. These concerns would be given voice in an EIS and the ADOT would have to respond if the affected property owners knew that the standard for moving forward was "significant impact on the quality of the human environment". At the very least, all affected property owners should be contacted and efforts made by ADOT to address specific concerns for mitigation. Such mitigation efforts should be reflected in the final EA.</p> <p>PUBLIC HEARING WAS DESIGNED TO AVOID DISSENTION OR OBJECTIONS IN ANY FORM: In 40 years in the environmental field, I have never attended a public hearing which was so cleverly designed not to hear the public. This was not an accident. The venue was divided into three large meeting rooms, each separated from the other. The first room contained audio/visual material helpful to describing the project. The second meeting room was a presentation room where an ADOT official presented the project following the format previously referenced, including the misleading conceptualized critical path schedule. I attended the first briefing and there were approximately 30-40 attendees. The seating probably accommodated over 100-150 people. No questions were taken although I observed some attendees express a desire to ask questions. The third room was also a very large room, seating perhaps 100-150 people. This was the "hearing room". A panel of three people from central casting sat behind a lectern at the back of the room. A large courtroom type red digital clock faced the audience next to the lectern and was attended by a staff member. A few feet in front of the lectern was a podium for members of the public who were invited to speak for three minutes. The speaker faced the panel. There was no PA system to project the comments of the speaker to other attendees in the hearing room — all of whom were behind the speaker. I was allowed to speak and at the three-minute mark, I was directed to stop. There were only about five people in the room. No one immediately followed me. The layout of the room made it impossible for other attendees to hear the speakers. That was intentional.</p>	<p>On page 43 of the Draft EA under Environmental Commitments and/or Mitigation Measures, it states that ADOT and the Contractor should follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Uniform Relocation Act Amendments of 1987, ADOT's Right of Way Procedure Manual, Title VI of the Civil Rights Act of 1964, and ADOT's Public Involvement Plan.</p> <p>The Public Hearing layout and format was selected by ADOT to accommodate a large community of people and provide accommodations at an ADA-compliant facility in the vicinity of the project area readily accessible by public transit. ADOT sets time limits on public comments to ensure fair time is given to everyone to speak. This practice is consistent with ADOT's Public Involvement Plan. The Public Hearing Guide handed out at the hearing explains the hearing procedures.</p>

Date	Name	Channel	Comment	Response
11/12/2019	Eidsness, Frederic (continued)	Email	<p>IMPACTS DURING CONSTRUCTION: The EA describes in three brief paragraphs a three to four-year construction phase stating, "The anticipated impacts to traffic resulting in congestion would continue until construction is complete". The particulars of the construction phase are not discussed, or are their impacts disclosed. It kicks the can down the road in terms of describing "A construction staging plan which outlines where and when construction activities take place and the location of construction equipment storage would be developed during final design and would further assess potential traffic congestion problems that could arise due to construction". This treatment of the construction phase is completely unacceptable and is obscuring the impact on businesses, homes, and overall traffic (including traffic to and from the airport including POV's and hotel shuttle service) in the region resulting from a massive interstate highway widening project in downtown Phoenix. There will be significant socioeconomic and environmental impacts attendant to the construction phase which ADOT should disclose in the Final EA; unless, ADOT determines that a full blown EIS will be prepared. In either case, a construction phasing plan should be revealed and an assessment provided of the optimal traffic thoroughfares during the construction phase defined in terms of traffic times to transit or bypass each sub-phase of construction during low occupancy times and high occupancy times of the day and days of the week. Transit times should be estimated for the most optimal thoroughfares. In the event that ADOT anticipates 7 day 24-hour construction in the 1-10 Broadway Curve corridor, it should say so and address noise, air and visual (light) impacts and how they may be mitigated. One form of mitigation would be to monitor the traffic impacts during construction, update thoroughfares and transit times and make this updated information available to local radio stations, the printed and social media and on ADOT's web site. The proposed project should not proceed until either an EIS is completed that identifies and mitigates impacts from construction activities for the three to four-year period, or a plan is included in the EA as noted generally above.</p> <p>In conclusion, ADOT could proceed with the project under an EA, provided that ADOT corrects the record with the general public regarding the full NEPA process; and, supplements its EA with a full disclosure of impacts during construction and mitigation measures; and, by contacting property owners who abut the expansion project and develop a mitigation plan for residences that are effected, in concert with individual property owners.</p> <p>It is clear to me that ADOT understands the NEPA process. It discusses the requirements in Section I.A. Explanation of Environmental Assessment contained in the EA itself. This may satisfy a legal technicality but does not correct the misinformation that ADOT has supplied the public as far back as the initial scoping meeting followed by the October 24, 2019 Public Hearing where the misinformation was again presented the public.</p> <p>Thank you for your consideration.</p> <p>Frederic A. Eidsness</p>	

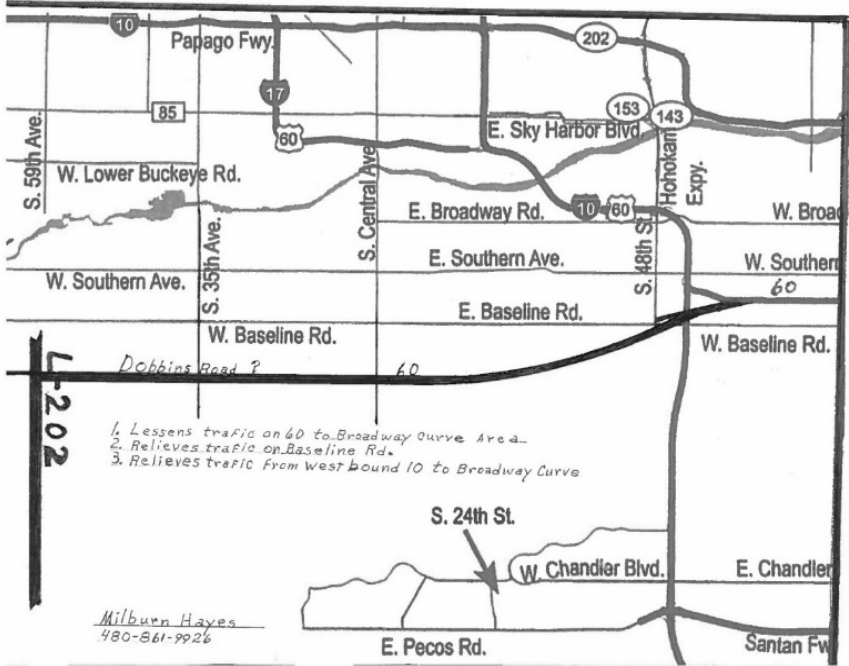
Date	Name	Channel	Comment	Response
11/14/2019	Eidsness, Frederic	Email	<p>RE: Public Comment on Draft Environmental Assessment, Proposed 1-10 Broadway Curve Project – 2nd Supplemental Comments</p> <p>Ladies and Gentlemen: I submitted to the ADOT by email, comments on the Draft Environmental Assessment on November 12, 2019 and also resubmitted in the same email transmission, the comments I attempted to make at the Public Hearing held on October 24, 2019. This is a second supplement to my comments. I wish to expand and clarify my comments on ADOT's failure to fully disclose to the public the full requirements of NEPA and ADOT's misleading use of the term No-Build which is confusing to the public and leaves the impression that ADOT would abandon the project which is ridiculous. The following are two pertinent paragraphs contained in the Draft Environmental Assessment: "Per CEQ regulations (40 CFR Section 1508.9), the basic function of an EA is to describe: a) the need for a Preferred Alternative, b) alternatives for implementing or constructing a Preferred Alternative, and c) the environmental impacts of a Preferred Alternative. This document serves as a tool for ADOT in identifying potentially significant impacts of the Preferred Alternative on social, economic, and environmental resources, and measures that can mitigate these impacts. Based on the impacts identified, the Draft EA provides the basis for ADOT to determine whether an environmental impact statement should be prepared for the Preferred Alternative. The Draft EA also summarizes the public, agency, and tribal participation process associated with the Preferred Alternative and lists the agencies and persons consulted (40 CFR 1501.3, 1508.9)". (See Draft EA, Section 1.A. Explanation of an Environmental Assessment)</p> <p>and</p> <p>"In accordance with CEQ regulations implementing NEPA, potential environmental impacts of the Preferred Alternative are compared to a No-Build Alternative in which proposed capacity and operational improvements to 1-10 in the study area would not occur. The No-Build Alternative includes existing transportation services and facilities in addition to improvements currently under construction or committed for funding in the RTP through the design year 2040.</p> <p>Should it be determined that the Preferred Alternative would not result in significant adverse impacts on the natural, built, socioeconomic, or cultural environment that could not be avoided, minimized, or otherwise mitigated, a Finding of No Significant Impact (FONSI) would be issued and approved by ADOT—allowing the freeway to proceed to final design and construction". (See Draft EA Section 1.C. Project Background and Overview, page 5). These two references nominally explain the full requirements of the NEPA process and the import of the No-Build Alternative to be used as a basis of comparison of the Preferred Alternative, not to be confused with a consideration of canceling the project under non-existing authorities granted by NEPA. These two references in the sequence of public participation postdated the scoping meeting by many months. The second paragraph immediately above, again, reflected ADOT's biased decision to issue a FONSI notwithstanding its public campaign of misinformation, and before the completion of the NEPA process. These two entries make it abundantly clear that ADOT both understood the full NEPA requirements and prejudged the outcome to issue a FONSI, yet ADOT failed to clarify these requirements in a public forum in two meetings, the initial scoping meeting of February 2019 and the public hearing on October 24, 2019. At the scoping meeting held in February 2019 the Public was first briefed on the proposed project and the NEPA requirements, included a conceptualized critical path diagram that completely compromised the fundamental understanding by the lay public of the full NEPA requirements. I have commented on this in my presentation materials dated October 24, 2019 previously forwarded to ADOT by email.</p>	<p>Thank you for your comment, The graphic on the project website was updated to clarify the NEPA process of further study (such as an Environmental Impact Statement [EIS]). Page 1 of the Draft EA (Introduction) explains the process of an Environmental Assessment and the requirements related to determining significant impacts and the requirement for an EIS if necessary.</p>

Date	Name	Channel	Comment	Response
11/14/2019	Eidsness, Frederic (continued)	Email	<p>The presentation made at the October 24, 2019 Public Hearing which I attended, included the same misleading presentation made in February 2019 —ergo, no mention of the potential of a full EIS and no clarification of the NEPA requirement of the No-Build Alternative as a baseline to compare the preferred alternative. Why did ADOT fail to present the full NEPA requirements as noted in the referenced paragraphs above at either the February 24, 2019 scoping meeting and the October 24, 2019 Public Hearing? Did ADOT believe that by including the above referenced paragraphs in the Draft EA, that the Public would then understand the full NEPA requirements particularly in light of the formal presentation? Did ADOT provide the Public an opportunity at the Public Hearing to inquire about the discrepancy between the formal presentation and the full NEPA requirements? If ADOT's response to the first question is that at the two hearings it was focusing only on the EA and the FONSI — in other words, ADOT was making an incremental presentation. This would be a specious defense, as would be the defense that ADOT reasonably expected the general lay public to glean from the written Draft ES what the full NEPA requirements were in light of the visual presentation made at two public meetings. ADOT cannot claim as a defense that it only learned of their error to fully disclose the NEPA requirements to the public after the initial scoping meeting. The sequence of events does not support this. Also, I received a telephone call from an ADOT Senior Planner directly involved in the NEPA process and we had an in-depth conversation about the misleading information that ADOT had advanced to the public. I requested that the Senior Planner, who made the presentation to the public the evening of October 24, 2019, make a simple addendum to the formal presentation to clarify what the sole purpose of the No-Build Alternative was under NEPA and the possibility of a full EIS being determined on the basis of a finding of "no significant impact on the quality of the human environment". In actuality, the presentation went forward according to the PowerPoint slides presented at the hearing (see https://azdot.gov/sites/default/files/2019/07/i-10-broadway-curve-public-info-scoping-meeting-presentation-022619.pdf) and there was no mention whatsoever of the No-Build Alternative or the EIS. ADOT needs to correct the record regarding the Public comment component of the NEPA process and hold a second hearing, only after the Public understands what the No-Build Alternative is used for, and the possibility of conducting a full EIS if there is a finding of significant impacts.</p>	
10/24/2019	Elsner, Will	Email	<p>We all know it's a mess down there. The question is, why? I drive through that transition in all directions pretty regularly, so I have an idea.</p> <p>The problem is that the 143 and the 60 are too close together for all the interchanging there. People on WB 10 have to cross 3 lanes to get to the NB 143. Also, SB 143 drivers have to cross too many lanes, on a curve, to avoid getting stuck on the 60 EB ramp. Same thing with WB 10 HOV getting to the 143.</p> <p>It's a tighter version of what happens downtown between the 51 and 17.</p> <p>Better signage would be nice too. People need more time to prepare for the transitions.</p> <p>The whole thing is a mess and any legitimate solution would require a significant amount of work. I'm already working on changing my delivery routes to avoid the chaos!</p> <p>Thanks for reading.</p> <p>Cheers, Will Elsner</p>	<p>Thank you for your comment. The C-D roads were designed to alleviate these issues by carrying local traffic (e.g., vehicles entering or exiting at SR 143) parallel to but separate from the main travel lanes and avoiding weaving maneuvers with the through (express) traffic.</p>

Date	Name	Channel	Comment	Response
10/12/19	Fiedler, Ryan	Online Survey	As a daily motorist on the I-10, I have a couple of recommendations that I believe could be helpful. I use the eastbound baseline exit on the I-10 almost daily to get home, and it is always very stressful. This is mainly because I have to stay in a middle lane and merge with the slower traffic attempting to merge onto the US-60 which is directly before the baseline exit. It would be helpful if there was a better, safer way to exit the I-10 east at baseline with less repeated merging, either by improving the way traffic merges, or by changing the location of the baseline exit ramp itself. Also improving the baseline entrance to the westbound I-10 would be helpful. If there were a way of encouraging other traffic already on the freeway to merge left before this point, and making the merging process onto the I 10 west from baseline safer, it should be a priority. My third recommendation, is improving the transition from the SR 143 to the I-10 eastbound. There is almost always a slow line of cars trying to complete the tight turn to the 10, which can be dangerous. I believe that these road improvements can make our freeways safer. Thank you for listening	Thank you for your comment. The proposed C-D roads and reconfigured SR 143 interchange were designed to alleviate these issues. Please refer to Figure III-5 of the Draft EA for a schematic of the Preferred Alternative in this location.
10/24/19	Fletcher, Mark	Online Survey	It really doesn't matter how many lanes you have if you can't break bad habits or bad behavior. Semis trucks should be restricted to the right couple of lanes. Semis are notorious for pacing one enough causing large blockages where traffic can't pass. Even in some of your stock photos you post on your page you can see semis pacing one another in lanes 1,2 & 3. Commercial vehicles should never be allowed in HOV lanes regardless of hour or number of passengers.	Thank you for your comment. The proposed project provides more lane options for trucks and buses to select as they travel. This area of I-10 includes multiple interchanges which would require heavy vehicles to use the left lanes in order to continue on I-10 or get on a different freeway; therefore, limiting heavy vehicles from using the left lanes would not be feasible.
11/18/2019	Flynn, William	Email	Good afternoon, With the looming improvements and the resultant additional traffic volume, are there plans to add a sound wall to the east side of the I-10 westbound lanes between Warner and Ray? Thank you, William Flynn 1250 N Abbey Lane #298 Chandler, AZ 85226	Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements was performed for this project to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Traffic noise immediately adjacent to the highway is impacted most by changes in traffic and can benefit from sound barriers. Noise levels at a distance from I-10 as the residences between Priest Drive and the canal in this location are less likely to change as a result of the proposed project and were not included in the analysis. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project.
10/25/2019	Gifford, Sara	Email	Hello, I was hoping to attend last nights presentation but had to work late. I live at 309 West Riviera Drive Tempe, AZ. My house sits directly behind the US60. My property line backs to an alley way and then the US60 sound barrier wall. The US60 sits just beyond the barrier wall. According to the study area, my house is within the impacted area. Will this project result in the loss of property – even partial loss of acreage? Thank you, Sara Gifford Business Analyst II University of Phoenix Strategic Business Solutions 4025 S Riverpoint Parkway Phoenix, AZ 85040 CF-K809 T. (602) 557-1048 F. (602) 383-6428 Sara.Wallace@phoenix.edu	Thank you for your comment. There is no partial, full, or temporary acquisition of property anticipated in the area of US 60.

Date	Name	Channel	Comment	Response
11/17/2019	Glover, Robert	Email	<p>Generally speaking, I am FOR these improvements, as they should help traffic flow. I do however have a few specific issues:</p> <p>Two carpool lanes? In the same direction? One is more than enough. I am fairly anti-HOV-lane for the simple reason that it is no longer serving its intended purpose. The HOV lane has been politicized to the point that traffic using the lane doubled because of hybrids and electric vehicles. This should end immediately and the HOV lane should return to only allowing multiple-occupancy vehicles and motorcycles. Furthermore, I see far too many other slow-moving vehicles using the HOV that shouldn't be: Semi trucks, motorhomes, vehicles pulling trailers, large commercial vehicles.</p> <p>I expect these comments will fall on deaf ears, but I had to try.</p> <p>Robert Glover Mesa, AZ</p>	<p>Thank you for your comment. Two HOV lanes will provide an opportunity for better connection between US 60 and the future I-17 HOV lanes and allow a more reliable travel time for HOV lane users. Determining the users of HOV lanes is a legislative action that is outside the scope of ADOT's work for the purpose of this project.</p>


Date	Name	Channel	Comment	Response
11/17/2019	Gordon, Bobby	Email	<p>My name is Bobby Gordon, I live in Phoenix and I utilize the valley freeways on a regular basis. The concern I have regarding the Broadway Curve improvements revolve around lighting. Specifically the use of the LED or Light Emitting Diode light fixtures. To the point, I believe that the panel should consider lighting alternatives to LED lighting and NOT utilize LED lights in the reconstruction of the Broadway curve. I believe LED lights have their place like any tool but strongly argue against their usage in lighting up our homes and especially our streets and roadways for several reasons.</p> <p>The LED lights for one are too bright and make it hard to concentrate on driving in certain locations. Not all LED lighting appears uniform. Some LED fixtures are way brighter than others. When driving underneath some of these lights, it's like being "Beamed" in the eye every time I drive under one of these lamps. The fixtures in use now do not do a very good job of diffusing the light so that it doesn't blind drivers or take your attention away from the road. They may not significantly increase accidents but they do increase driver agitation. They are agitating especially when utilized at intersections and interchanges where drivers have to be more aware of their surroundings. Too much light can be just as dangerous as too little light and I believe that we need to find a balance with our roadway lighting methods. I strongly believe that we need to look more diligently into better lighting systems. If LED lighting is a must, then improvements need to be made to the fixtures to shield their intensity or make it appear more uniform, especially in areas of the roadway where they are at eye level and there is no way to avoid looking directly at them.</p> <p>I understand that cities and governments are making the switch to lower energy costs, which is admirable, but in the process they are neglecting the potential health costs on the public that they serve. Just because we can do something doesn't always mean we should. LED lights utilize the blue end of the visible color spectrum of light which includes the Ultraviolet light rather than the red light or thermal part of the spectrum that their incandescent predecessor. Because these lights are less thermal in nature, they utilize less energy as a result. The problem is that our biology was not meant to be exposed to only one end of the spectrum such as blue light as put out by LED's. The long-term consequences are really unknown because this is a relatively new technology that hasn't been studied for its negative health effects long term. Some studies that I have come across that have been published suggest that blue light causes permanent vision problems, disrupts the human circadian rhythm which helps to regulate sleep, and lowers natural production of melatonin and other hormones in the body. These are just some of the health consequences of this new lighting. Melatonin also helps to regulate your moods which would help explain the increase of agitated drivers at night. These are only some of the health consequences.</p> <p>In my opinion, LED lighting is more of a feel good measure that lots of people participate in but in actuality does little if anything to help the environment from an energy standpoint. This is especially true at night when energy consumption goes down anyway and wind energy production tends to rise in places where it is produced such as the Midwest. The point being, coal and natural gas are still being utilized during the day to meet peak energy demands because less wind blows during the day throughout the grid. This completely negates LED proponent arguments that utilizing LED lighting will reduce carbon emissions because LED street lights are utilized at night when wind energy, touted as a non-carbon source, is being produced to support it.</p> <p>I sincerely believe that further research into better lighting methods is warranted before making the switch to more LED lighting on our freeways. I also believe that more public comment or public surveys into lighting should be heavily considered before making a decision based solely upon saving energy with regards to LED's. I can be reached at the address and number below if necessary.</p> <p>Thank you for your time.</p> <p>Bobby Gordon</p>	<p>Thank you for your comment. Lighting has not been identified at this stage of the study. ADOT Standard Specifications will be followed to select proper lighting for the freeway and overpasses.</p>

Date	Name	Channel	Comment	Response
11/06/19	Granillo, Jana Lynn	Online Survey	I strongly encourage elected leaders and planners from the cities impacted to work together to get input on how traffic will be mitigated for residents in communities that surround the freeway. Plans created from input from the community to carpool, incentives from major employers to work from home and or change work hours, schools to work with parents for ride share etc. to take traffic off the streets. Residents will continue to drive and move from freeway to surface streets, so plan for it. Incentives from public transit, including discounts/rewards to use public transportation. get into the budget now for a plan and implementation to mitigate traffic on the surface streets. I am not against a build, I am, however for a smart plan and action now to plan for worse case scenario to include moving emergency vehicles and trucks.	Thank you for your comment. There are many programs in place in the area that promote alternate commute solutions. Please refer to https://www.valleymetro.org/commute-solutions for more information. The Purpose and Need of this project does not include improvements to alternate modes of transportation and local streets.
11/15/19	Guzy, Ryan	Online Survey	The freeway separates neighborhoods in Tempe and Phoenix, as well as the sports facilities at Tempe Diablo Stadium. Please provide multiple options for people to bike and walk across bridges over the freeway so that people can make these connections.	Thank you for your comment. This project includes multiple crossings and trails across the freeway to provide connection for all modes of transportation, including a proposed crossing at Alameda Drive in the vicinity of Tempe Diablo Stadium. Please see the Draft EA Figure III-3 through III-8 for a layout of the Proposed Alternative.
10/24/19	Haller, Tamara	Online Survey	A pedestrian bridge across the I-10 would be an amazing improvement for bicycle safety in Tempe. Currently, crossing at Baseline feels like a deathwish with all the traffic and careless drivers. I have almost been hit multiple times. The bridge at the Western Canal area would be a fantastic addition to extend the bike routes and provide safe travel over the freeway.	Thank you for your comments. This project includes three pedestrian/multiuse bridges over I-10 to provide better connectivity and access across the freeway (at Alameda Drive, South of the US 60 TI, and at Guadalupe Rd. Please see the Draft EA Figure III-3 through III-8 for a layout of the Proposed Alternative.
11/14/19	Hartrich, Jessica	Online Survey	This is going to be a great addition to the I-10. Please complete this project. I commute from Chandler to downtown Phoenix every day. It would greatly help my commute, especially by adding the additional HOV as I carpool. Right now the HOV lane barely moves faster than the regular lanes. Thank you for considering this project!	Thank you for your comment.
11/8/2019	Hayes, Milburn	Letter		Thank you for your comment. The highlighted route on the map would not meet the project's Purpose and Need and would require displacement of many residences and businesses resulting in potential adverse environmental impacts.
10/24/19	Hiesel, Regina	Online Survey	Please allow the expansion. The congestion is out of control.	Thank you for your comment.

Date	Name	Channel	Comment	Response
10/24/19	Holtom, David	Online Survey	There does not appear to be a way for traffic from East Broadway and/or 52nd Street to access the CD road and then on to 143 North/ the airport as the entrance to the freeway goes directly to the mainline - this seems to be contrary to the purpose of the CD road and removes a current access option. This could likely easily be fixed by moving the intersection only slightly to the North-East (which would also remove the need for the entrance ramp to the mainline).	Thank you for your comment. This access point does not currently exist. Adding this access as part of the proposed project is not feasible due to the elevation difference between Broadway Road and the C-D road and would create an unsafe weaving pattern.
10/05/19	Hurst, Jackson	Online Survey	I like how the project avoids impacts to Sky Harbor International Airport.	Thank you for your comment.
10/25/19	Imhoff, Brandon	Online Survey	<p>To all that may be concerned,</p> <p>I just learned of the proposed plans to widen the I-10 along the Broadway curve. First, I would like to implore city council to consider alternative plans for lightening the traffic burden. There are several studies in several countries that show that widening freeways not only does not work in relieving traffic, it makes the traffic worse. These studies can easily be found by any search of academic journals and have even been listed in media outlets for some time. Here are a few examples that I was able to find; https://www.wired.com/2014/06/wuwt-traffic-induced-demand/</p> <p>https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/</p> <p>http://plazaperspective.com/road-widening/</p> <p>http://cityobservatory.org/backfire_wider_worse_traffic/</p> <p>The above articles are ones that I was able to quickly find with a basic search and there are many other academic studies and articles that outline other options. As a tax payer and a resident that has lived in the valley for my entire life I sincerely hope that the city will consider other alternatives to widening our already sufficiently wide highways, such as congestion charges to use the freeways or expanding the ease of use of public transport, which is sorely lacking in our metro area.</p> <p>Thank you for your time,</p> <p>Brandon Imhoff</p>	Thank you for your comment. ADOT is currently evaluating other congestion mitigation measures outside of freeway widening that can be implemented in addition to already in-place methods for alternate modes of transportation. However, as discussed in Chapter II of the Draft EA, Purpose and Need, an immediate need for additional capacity exists in this area.
10/24/19	Jim	Online Survey	Please get this project work! It really would make my or many other people's life easier!	Thank you for your comment.
10/11/2019	Johnson, Mrs.	Phone	Yes, I'm just curious, is this possibly widen I-10 through the Broadway Curve to I-17. If so, I'm all for it. Every now and then I have to go to downtown Phoenix. Seems like I always have to come back in rush hour and I have definitely found that the side streets are much much faster than the freeway at that hour so no need to call me back if that's what it is. I'm 100% in favor of it. Otherwise, if that's not what it is then feel free to call me and do let me know as I do have trouble getting out and I probably would not be able to attend one of the public hearings. My name is Mrs. Johnson. My phone number is 602-545-8645. Thank you very much.	Thank you for your comment. This study includes widening Interstate 10 through the Broadway Curve area and should address the situation you describe. We encourage you to sign up for updates on the project website (https://azdot.gov/planning/transportation-studies/interstate-10-broadway-curve-interstate-17-split-loop-202-santan) under "Stay Informed" so you can be notified about the latest study information.

Date	Name	Channel	Comment	Response
11/18/19	Kennedy, Ellen	Online Survey	<p>There are a number of areas where the Broadway Curve EA fails to adequately address the transportation needs and concerns of the Valley.</p> <p>First, its traffic projections seem low given the growth experienced on the southern end of the corridor and in Casa Grande will likely result in more than one car to every ten people.</p> <p>Next, the absence of transit alternatives in the project is baffling, given previous plans and studies for the same corridor included additional park and rides and rail possibilities. Further, the surrounding community said repeatedly in those plans that it wants more transportation variety and options, not more lanes. This project doesn't represent community voice at all. Instead, the EA presents a bleak future where after hundreds of millions of dollars are spent, traffic will be no better and the most efficient people mover available, transit, is not an integral part of the picture.</p> <p>The lack of projected improvement in traffic is likely to result in as much congestion and idling as at present, but with many more cars on the road. This should be an indicator that the project as envisioned is not the best possible solution for either transportation or air quality, given the ozone issue already existent in Maricopa County, and other alternatives should be explored.</p> <p>Finally, the public engagement process has been insufficient. One public meeting is not enough to give community members the opportunity to engage with and learn about the project. And even at that meeting, only the most general descriptions were used, making it difficult to get a sense of the full scope and impact of the project.</p>	<p>Thank you for your comments, the Traffic numbers are consistent with approved MAG projections which takes into account the projected growth in the area.</p> <p>This project provides additional pedestrian and bicycle overpasses, and HOV lanes which would allow transit buses to use them, providing a reliable travel time and headways.</p> <p>ADOT has continually provided for the public to comment on this project through our project website, two public meetings, and other methods.</p>
10/24/19	Kirk, Kathleen	Online Survey	<p>I drive this area to and from work. I live in the east valley. I would like to see the on ramp from Broadway changed. People get on and have only a short time before they need to merge 3 lanes over to get on I10 towards Tucson. There should be a separate on ramp for US60 so it isn't dangerous for everyone.</p>	<p>Thank you for your comment. The proposed C-D roads were designed to alleviate these issues.</p>
10/10/19	L., Bing	Online Survey	<p>The big problem is the cars slowing down when they try to exit at Broadway road. One solution would be close that exit. Another one is 143 southbound interchange at I-10. It needs a complete new design. That loop kills all the traffic.</p>	<p>Thank you for your comment. The proposed C-D roads and reconfigured SR 143 interchange were designed to alleviate these issues.</p>
10/24/2019	Levine, Diego	Hearing Panel	<p>Hi there. I'm going to be honest. I don't really take the I-10, but I found out today that a couple of my friends and, you know, I guess my teacher, Daniel Sanchez, uses the I-10. So this would be a really good way to expand the highway. Also, I think he's caught up in traffic for 40 minutes and, you know, either frees or probably lowers that. So thank you very much.</p>	<p>Thank you for your comment.</p>

Date	Name	Channel	Comment	Response
11/14/2019	Lindsey, Ron	Email	<p>Greetings: Nov 14,2019</p> <p>Since I do not use OUTLOOK to communicate with I hope this email is viewed.</p> <p>My family and I have lived in the Valley of the Sun for over 41 years and have watched the many changes take place. We approved of the new freeways being built that loop the entire valley. They have definitely improved our access to everyone.</p> <p>That being said, having been in many bigger cities with similar traffic issues like the "Broadway Curve" issue, I don't see logic in doing the expansions proposed. It appears you are just delaying the jam by making it a bigger parking lot. Looking at work time changes by public workers and co-operation from private business to reduce traffic is more logical and better monies spent. This expansion has been looked at before, design constantly changing, what is to say that after this is done "more Dollars" will be needed to fix the next issue with this area. Everyone knows that since late 80's this was a poor design. Adding to this mistake is a waste.</p> <p>I strongly suggest halting and stop wasting our highway dollars on short term fixes.</p> <p>Thank-you for listening,</p> <p>Ron Lindsey</p>	<p>Thank you for your comment. The proposed project includes both capacity and operational improvements which will better serve existing and future transportation demand.</p>
10/24/2019	Madrid, Saul	Hearing Panel	<p>Good evening. I have my residence on Priest and Broadway. So I live very much in the area that would benefit from some of these projects. Beginning with the improvement to the Broadway bridge, I think it's going to alleviate traffic in -- going east and west at high volume times, because right now it's kind of difficult to get in there. I did have one concern about if anything would happen to the cemetery, but it appears some of the -- that is well away from the area of impact. So unless something else is foreseen, that would be a concern as to how that is properly handled. I use the freeway, the 10, going to and from work, from entering on Broadway and exiting on Baseline. So I'm very fortunate. One exit in, one exit out. But in the mornings, when I'm going in, I hope I make it alive to the other end, Baseline. Then coming back, from Baseline to -- to Broadway, because it is very dangerous, people trying to get ahead, you know, coming out of either end. So unless there are some unforeseen findings, any environmental impact, I'm very much in agreement and support of what is proposed.</p> <p>Thank you.</p>	<p>Thank you for your comment. There are no impacts anticipated to the cemetery.</p> <p>The C-D roads were designed to alleviate the weaving issues on I-10.</p>
10/24/19	Mager, Bill	Online Survey	<p>I support the preferred alternative."</p> <p>However, you MUST add widening and improvements to the Warner Road overpass. It is ALREADY over-capacity and does not function well, not only at rush hour but also at other hours of the day. This is true for I-10 EB traffic exiting to EB Warner, for EB Warner traveling across the overpass, and for WB Warner traveling across the overpass. It is over-capacity today EVEN though the City of Tempe has not yet built out the land along Warner in the I-10 and Priest Rd area. Improve the Warner Road overpass and egress whilst the project is active and design and construction crews are mobilized. Thank you.</p>	<p>Thank you for your comment. Improvements to Warner Road Overpass are outside of the scope of the proposed project and the project's purpose and need.</p>
10/8/2019	Marinelli, Larissa	Phone	<p>My name is Larissa Marinelli. My phone number is 480-272-2179. Email lamari@cox.net. I live in Ahwatukee. I've lived in Arizona since 1993. Going north at the Broadway Curve has always been horrible. Since I've lived here, I believe there has been discussion about working on improving, especially that Broadway Curve area and for all these years, nothing has been done. I'm not sure what the best solution is but please, please, please, do something about that. It has been a problem, it is still a problem. Traffic has increased along with the population so I just sincerely hope that finally something will be done to improve, especially that section of the freeway, thank you.</p>	<p>Thank you for your comment. This study is intended to improve travel through the I-10 Broadway Curve area and addresses your concerns.</p>

Date	Name	Channel	Comment	Response
11/14/2019	Martin, Kevin O.	Email	<p>Good afternoon,</p> <p>With the improvements and the additional traffic volume, are there plans to add a sound wall to the east side of the I-10 Westbound lanes between Warner and Ray (see red marking in the picture below)?</p> <p>Thank you,</p> <p>Kevin O. Martin</p>	<p>Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements was performed for this project to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Based on the analysis, no noise barrier is warranted at this location. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project.</p>
11/18/2019	Masters, Ginger	Email	<p>Good Afternoon,</p> <p>With current 10 expansion we know it will come more traffic noise. The section shown below in red off the I10 needs to have sound barrier. In past phases there was not housing there, but is now and many of these homes including ours receives a lot of traffic noise already from the interstate. We would like to see if the new improvements have taken this info consideration with the anticipated growing traffic volume? Are there sound barrier walls in the plan to be added? If not we would like to request that ADOT does add the sound barrier walls to minimize the growing traffic noise. The area I am asking about is to the east side of the I-10 Westbound lanes between Warner and Ray (see red marking in the picture below)?</p> <p>xc</p> <p>Best Regards,</p> <p>Ginger Masters ALCP, ASLA</p> 	<p>Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements was performed for this study to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Traffic noise immediately adjacent to the highway is impacted most by changes in traffic and can benefit from sound barriers. Noise levels at a distance from I-10 as the residences between Priest Drive and the canal in this location are less likely to change as a result of the proposed project and were not included in the analysis. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project. Based on the analysis, no noise barrier is proposed in this area.</p>
10/29/2019	McCreary, Phil	Email	<p>To whom it may concern.</p> <p>I have been speaking to Chris who handles the acquisition of properties effected by the Broadway Curve widening project. I unfortunately have misplaced his contact information. Our property is located at 4121 East Raymond Street Phoenix, Arizona 85040. Several months ago Chris told me I would be hearing from an appraiser to appraise our property, that has not happened. Please have Chris or whomever is now handling the acquisition of properties effected by the widening project contact me.</p> <p>Thank You</p>	<p>Thank you for your comment. Your contact information has been passed along to an ADOT right of way acquisition specialist.</p>
10/29/2019	McCreary, Phil	Phone	<p>Hi this is Phil McCreary. My property is impacted on the Broadway Curve alignment that we're doing. My property's address is 4121 E Raymond St. I had been talking to Chris, I believe his name was, and have misplaced his contact information. My email address is philm@mccrearystees.com Office number 602-470-4200 So I need to discuss, if Chris is no longer handling it, whomever handles the purchasing of Right of Way. Thank you very much. Bye bye.</p>	<p>Thank you for your comment. Your contact information has been passed along to an ADOT right of way acquisition specialist.</p>

Date	Name	Channel	Comment	Response
10/05/19	Modell, Sam	Online Survey	I feel like having 2 HOV lanes will be very confusing for the drivers.	Thank you for your comment. ADOT is committed to providing adequate signing with complementary pavement markings in accordance with state and federal standards to help clarify that there are two lanes carrying HOV traffic.
11/15/2019	Newton, Doug	Email	I attended the meeting on October 24 and thought that your plan to widen I 10 from the 143 to Pecos road was good. I have one concern, we live at the west edge of Tempe at 48th street south of baseline on the Tempe side at 4812 south fair lane and I can hear road noise from the freeway at that location. I would recommend that you consider placing a wall along the west side of the new freeway between the 60 and baseline road to reduce road noise. Thank you. Doug Newton.	Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements was performed for this project to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Barriers are generally effective in reducing traffic noise for the first two rows of residences immediately adjacent to the facility. Noise levels at such a distance from I-10 as your residence would not be affected by this project and were not included in the analysis. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project, or Appendix A of the Noise Report for a map.
10/24/2019	No name	Written Comment at Public Hearing	Property/Owner w/ Tenant; Wrote first EIS; MOU - we are not ready. First meeting - pre-determination. // Sound mitigation, cumulative affects of noise; air quality // If project doesn't go through, is there another plan? // Priest & Broadway - alleviate traffic // protect the cemetery	Thank you for your comment. Analysis and information regarding mitigation, cumulative effects, air, noise, traffic, and other items can be found in the Draft EA on the project website at https://azdot.gov/node/14312 .
10/8/2019	Parker, Cynthia	Email	I'd like to comment about noise levels in the project area than can and should be remedied by this project, please. BTW, your online comment Survey Monkey doesn't work – there's no place to write the comment? Thank you. Cynthia Parker	Thank you for your email. The study team tested the survey during the public comment period and found that it is operational.
10/24/2019	Parker, Cynthia	Hearing Panel	Hi. I live in the neighborhood of Knox, which is sort of between Warner and Ray, and just east of I-10, just east of Priest. And nighttime noise annoyance since the 202 went in, and now these additional lanes coming in with I-10, I talked to your noise experts and they said that the delta change in the noise annoyance had to be above 67, and I guess we're not in that range whatsoever. That being said, this is a cumulative impact to that neighborhood. I would like to talk a little bit more about noise barriers. By the way, (inaudible) from Guadalupe, I've always felt bad for them driving on the I-10. I always thought they needed a noise barrier, but that neighborhood, too. You've got the auto dealers that are right there, and there's absolutely nothing to stop that noise from coming off of the freeway. The 202 was elevated. That whole neighborhood over there is being very impacted, and this would be a cumulative increase in noise in the neighborhood. Even if it's would just be 67 decibels, according to the noise expert. I would like to suggest more mitigation on the I-10. Also, air quality wise, I did look at the reports, both noise and air quality. It's my understanding that you didn't pass air quality transportation approval before the approval. That being said, that's an awful lot of hot spot, air emissions impact for that neighborhood. Mitigation will be appreciated. Thank you.	Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements was performed for this project to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Traffic noise immediately adjacent to the highway is impacted most by changes in traffic and can benefit from sound barriers. Noise levels at a distance from I-10 as the residences between Priest Drive and the canal in this location are less likely to change as a result of the proposed project and were not included in the analysis. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project. A carbon monoxide hot spot analysis was performed for the project. Please see Chapter IV, Section IV.H of the Draft EA and the Final Air Quality Technical Report (Appendix D of the Final EA Errata Sheet available at https://azdot.gov/node/15475) to learn more about the results of our air quality analysis.

Date	Name	Channel	Comment	Response
10/24/2019	Parker, Cynthia	Comment Form	Nighttime noise annoyance in the neighborhood of I-10 and Knox is already high. This project is a cumulative impact to these neighborhoods already impacted by night noise from the elevated 202. I also think an air quality hot spot analysis should be done.	<p>Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements and criteria was performed for this project to identify current and future noise impacts of the proposed project and determine the feasibility of noise barriers. Traffic noise immediately adjacent to the highway is impacted most by changes in traffic and can benefit from sound barriers. Noise levels at a distance from I-10 as the residences between Priest Drive and the canal in this location are less likely to change as a result of the proposed project and were not included in the analysis. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project.</p> <p>A carbon monoxide hot spot analysis was performed for the project. Please see Chapter IV, Section IV.H of the Draft EA and the Final Air Quality Technical Report (Appendix D of the Final EA Errata Sheet available at https://azdot.gov/node/15475) to learn more about the results of our air quality analysis.</p>
10/24/19	Parker, Sophia Cynthia	Online Survey	The neighborhood of Priest / Knox is already impacted by nighttime noise annoyance. This project would be a cumulative impact. It needs noise mitigation for this area. Likewise, an air quality emissions hot spot should be done for low lying and constraint points	<p>Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements and criteria was performed for this project to identify current and future noise impacts of the proposed project and determine the feasibility of noise barriers. Traffic noise immediately adjacent to the highway is impacted most by changes in traffic and can benefit from sound barriers. Noise levels at a distance from I-10 as the residences between Priest Drive and the canal in this location are less likely to change as a result of the proposed project and were not included in the analysis. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project.</p> <p>A carbon monoxide hot spot analysis was performed for the project. Please see Chapter IV, Section IV.H of the Draft EA and the Final Air Quality Technical Report (Appendix D of the Final EA Errata Sheet available at https://azdot.gov/node/15475).to learn more about the results of the air quality analysis.</p>
10/23/2019	Perez, Joe	Email	<p>Hello,</p> <p>The potential for 300,000 additional vehicles on Tempe and Phoenix streets when US 60 and I-10 need to be closed may add unnecessary congestion to .</p> <p>This is the opportunity to encourage bicycling, bus, light rail, car pool, van pool with the help of Valley METRO and the Travel Reduction Program of Maricopa County.</p> <p>What do you think? how do you plan to reduce congestion during construction?</p> <p>How does your team plan to offer car pool, van pool, transit, telecommute, compressed work week and bicycle options ?</p> <p>Thanks!</p> <p>Joseph Perez</p>	<p>Thank you for your comment. ADOT has standard specifications and traffic control design guidelines that will be followed by the Contractor as explained in the Draft EA. Proper detour routes will be identified and communicated to the public prior to construction or any potential closures to minimize disruptions and traffic congestion during construction. Additionally, potential lane closures would only occur during off-peak hours. We encourage you to sign-up for updates on the project website (https://azdot.gov/planning/transportation-studies/interstate-10-broadway-curve-interstate-17-split-loop-202-santan) under "Stay Informed" so you can always be notified of the latest study information.</p> <p>There are many programs in place in the area that promote alternate commute solutions please refer to https://www.valleymetro.org/commute-solutions for more information. We support these innovative ideas and are engaging in dialogue to discuss further.</p>

Date	Name	Channel	Comment	Response
10/7/2019	Pilgrim, Leslie	Email	<p>Reading some of the literature I didn't see it address how the lanes would be expanded between the US 60 to Ray Road, only that they would be expanded. By expanding the lanes as proposed, what is the impact to the homes on the westside of I 10 between Elliott and Warners? Will they be expanded without removing any homes? If so, will improved sound walls be installed? If not, how are the homeowners to be compensated? What is the basis for the price?</p> <p>Thank you in advance for your response.</p> <p>Leslie Pilgrim</p>	<p>Thank you for your comment. Most of the expansion south of US 60 is within ADOT's Right of Way. The Selected Alternative t does not include any full or partial acquisitions for this project. At this time there are no full or partial acquisitions in the area south of Elliot and north of Warner roads.</p> <p>A thorough noise analysis based on ADOT noise abatement guidelines was performed for this study to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. However, based on the analysis, no noise barrier is warranted at this location. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this study.</p>
10/7/2019	Pina, Daniel	Email	<p>Dear ADOT,</p> <p>In regards to this proposed project (the I-10 Broadway Curve) I'd like to include wrong-way countermeasures.</p> <p>If the project is constructed, it should include I-17's wrong-way detection system and the currently developing, enhanced on-ramps signing measures (California's FREEWAY ENTRANCE [D13-3] sign assemblies). These are necessary to enhance roadway safety.</p> <p>—Daniel P</p>	<p>Thank you for your comment. This project will include elements of the advanced wrong-way detection system that is currently being tested under a pilot project on Interstate 17. Additionally, standard ADOT wrong-way signage will be installed at off-ramps enhancing roadway safety.</p>
11/18/2019	Quan, Sharon	Email	<p>Good evening,</p> <p>With the additional traffic volume, can we consider adding sound wall on East side of I10 westbound line between Ray and Warner?</p> <p>Thanks,</p> <p>Sharon</p> <p>Sent from my iPad</p>	<p>Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements was performed for this project to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Traffic noise immediately adjacent to the highway is impacted most by changes in traffic and can benefit from sound barriers. Noise levels at a distance from I-10 as the residences between Priest Drive and the canal in this location are less likely to change as a result of the proposed project and were not included in the analysis. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project. Based on the analysis, no noise barrier is proposed in this area.</p>
10/24/2019	Rayonne, Samantha	Hearing Panel	<p>Hello. I would also like to thank my professor, because if it weren't for him, we wouldn't acknowledge -- wouldn't have acknowledged what problem we have. So I agree with everything, what's going on. Just similar to what others say, we do have a problem, and I believe this is going to fix it. So thank you.</p>	<p>Thank you for your comment.</p>
10/24/2019	Rivera, Vanessa Galindo	Hearing Panel	<p>Hello. So I was -- actually was brought here by my professor, Daniel Sanchez, and I've got to say I have to thank him, because I wasn't really informed about ADOT and the whole -- everything, what's going on. And so now being here, I just want to thank everyone for their presentations. Now I am informed tonight. I do agree that there is a big problem with traffic and that it should be fixed, and I'm all for it. So thank you.</p>	<p>Thank you for your comment.</p>
10/9/2019	Roosen, Adrian	Email	<p>How about finishing widening I-10 between Chandler and Casa Grande FIRST. It is a disaster waiting to happen. Quit playing politics with the Gila River Reservation. Shame on you.</p> <p>Adrian J Roosen</p>	<p>Thank you for your comment. The area mentioned is outside of the scope of this study.</p>

Date	Name	Channel	Comment	Response
10/24/2019	Sanchez, Adrian	Hearing Panel	I want to start off by saying I wasn't really aware of the whole situation on how ADOT handles things and stuff like that, and bringing it to my attention today, now I was able to see a visual and kind of understand how that would be a lot better for transportation, going in and out of the city. I think that would be really good for people that go around the state. So me personally, going and visiting friends at ASU and such, going back and forth, that would have a huge impact on somebody like me. So I'm for it. Thank you.	Thank you for your comment.
10/24/2019	Sanchez, Daniel	Hearing Panel	<p>Hello. Thank you for your time. My name is Daniel Sanchez. I'm actually a residential faculty or a professor up at Paradise Valley Community College, but I live down the road here in Tempe. I generally just came to this out of not concern, but care for our state. I think this is a phenomenal project, and I think the reality is I take the 10 to the 51 up to Paradise Valley all the time, and traffic is just very much congested. So thank you for holding this and listening to our concerns, for our public (inaudible), but more importantly, thank you for listening to me. Now, I brought -- I offered the students, right, the opportunity to get a free test if they came here and saw what a public meeting is like. So one thing that I would like to just voice as not necessarily a concern, but something to be aware of, is this appears to be going through Guadalupe or around the side of this; am I correct?</p> <p>PANEL MEMBER: This is.</p> <p>MR. SANCHEZ: Guadalupe is kind of there. I used to live near the area of Guadalupe in Phoenix, and I would just hope that we can start to see a little bit more representation on the project from groups of people that live in the area. It's a very minoritized group, and we don't necessarily see representation of that in the planning of this. So I would hope that starts to get taken into consideration. And then the second thing I want to state is I hope that public transit can start to be considered more, how public transit fits into this project and being made aware of for the public. Are buses going to have more access to this? Is there a possibility for the light rail being expanded in that area? Because there's lots of people that live out in the Ahwatukee area, right, and the Chandler area, the Gilbert area. Mass transit could possibly solve that. Can we install that or look at putting that -- a plan into this project? Because we know the light rail feeds a lot into downtown Phoenix, and so I think that's just one thing I would like to see incorporated. And I think that's all I have. But thank you for -- thank you.</p>	<p>Thank you for your comment. ADOT understands the importance of including all sectors of the public into the decision-making process. We have taken specific measures to invite the minority populations living within the study area including Guadalupe residents to comment and participate in the NEPA process. Some of these measures include providing bilingual mailers and flyers, advertising the availability of the document and the public hearing in a Spanish newspaper, hand-delivering meeting flyers to the residents of Guadalupe, offering Spanish translation of the EA document upon request, and having translators available at the meetings.</p> <p>Additionally, we understand the importance of public transit, therefore, buses that use I-10 will be able to use the HOV lanes to provide more reliable headways and avoid congestion.</p>
10/7/2019	Sandhu, Guru	Email	<p>It would greatly help if there is a No Trucks or Bus lane implemented on the fast lane next to carpool lane especially during morning and evening rush hour traffic hours, because there are a lot truck and buses going across States using the I-10 and other valley freeways and are creating traffic congestion during rush hour which is leading to single drivers using carpool lane even when they are not supposed to during morning and evening rush hour.</p> <p>Lanes being added would immensely help but having bigger vehicles like Trucks and Buses restricted from fast lanes will help keep the flow of traffic going and at ease.</p> <p>Thank you</p>	Thank you for your comment. The proposed project provides more lane options for trucks and buses to select as they travel. This area of I-10 includes multiple interchanges which would require the heavy vehicles to use the left lanes in order to continue on I-10 or get on a different freeway; therefore, limiting heavy vehicles from using the left lanes would not be feasible.
10/07/19	Sandhu, Guru	Online Survey	Traffic congestion and delays would be minimized if there is a No Trucks or Bus lane implemented in the fast lane or the far left lane next to carpool lane. During heavy traffic times in the morning and evening, there is more congestion and back up due to Trucks and Buses going across Arizona using the fast lane and causing issues, with daily commuters and is leading to drivers abusing and getting into car pool lanes to get ahead even when they are driving by themselves during morning and evening rush hours	Thank you for your comment. The proposed project provides more lane options for trucks and buses to select as they travel. This area of I-10 includes multiple interchanges which would require heavy vehicles to use the left lanes in order to continue on I-10 or get on a different freeway; therefore, limiting heavy vehicles from using the left lanes would not be feasible.

Date	Name	Channel	Comment	Response
10/26/19	Sells, Aleesa	Online Survey	I think this could be a great idea. PLEASE don't tackle all of these projects at one time. We've had construction on almost every major highway here and on the streets constantly. Quite frankly, I'm almost sick of it--- and I was completely against this at first. I say if you tackle one area at a time, during weekends, not during the week while people work, this could be nice. Granted, I use the 143 every day to get to work. The entrance to this cannot be blocked or limited in lanes, it would make those coming in from the East side suffer. The possible traffic diverted to the streets makes me cringe also. Waiting through this for 4 years sounds terrible. And for someone who has loved ones on the West side this makes seeing them incredibly difficult. I'm not sure how this project could go, but I'm frustrated that so much construction has gone on lately. Why was this not done earlier? Why was the need for a better highway not projected and fixed earlier? Why does it all have to be right now? It's a bit overbearing sometimes	Thank you for your comment. ADOT has standard specifications and traffic control design guidelines that will be followed by the Contractor as explained in the Draft EA. Proper detour routes will be identified and communicated with the public as necessary prior to construction or any potential closures to minimize disruptions and traffic congestion during construction. Additionally, potential lane closures would only occur during off peak hours. We encourage you to sign-up for updates on the project website (https://azdot.gov/planning/transportation-studies/interstate-10-broadway-curve-interstate-17-split-loop-202-santan) under "Stay Informed" so you can always be notified of the latest study information.
10/08/19	Sherman, Dan	Online Survey	You do not need a Civil Eng. Degree to figure this one out...you have to much crossover traffic due to the 143 Airport exit. I-10West should exit at Baseline for 143 and go under or over 60 merging with 60 on the outside lane. 143/Airport exit would move to right off 60. I-10 & 60 HOV traffic would not be able to exit 143. After Baseline, I-10W should be blocked from exiting 143. 60 would merge with I-10 after 143 exit. This keeps all the crossover traffic at a minimum. This is how it should have been designed at the start...poor planning!!!!!!!!!!!!	Thank you for your comment. The proposed design eliminates the crossover issue by having WB traffic destined for SR 143 exit the I-10 mainline near Baseline Road to avoid crossing traffic entering I-10 from US 60. Another aspect that will help is the proposed direct HOV flyover ramp from I-10 WB to SR 143, allowing drivers from the US 60 HOV lane to get onto SR 143 without ever entering the general-purpose lanes. Please refer from Figure III-3 to Figure III-8 of the Draft EA for schematics of the Preferred Alternative.
10/15/19	Singer, Alan	Online Survey	OK... We have finally got the 202. We have another approval for Light Rail. Instead of the billion for the curve which will be eventually capacity limited. Install Light Rail down the corridor of I10 with a Park and ride to the South. Connect with Light Rail on Washington. This will NOT be capacity limited in the future.	Thank you for your comment. However, this is beyond the scope of this project and would need to be planned and programmed at a regional level.
10/15/2019	Smith, Don	Email	According to your web site and mailer, you are looking at making adjustments from Priest Dr, to I-10. However, after looking at your plot maps, it appears you are looking at making adjustments starting at Mill Ave. Can you give me a map with a layout with the planed adjustments to the I-60 to I-10 intersection, because it is pretty well glossed over as to what specifically you are proposing for that area. How can anyone have helpful input if ADOT is not being upfront with their proposed changes? Don Smith	Thank you for your comment. The layout of the area with the Preferred Alternative improvements is included in the Draft EA. Planned adjustments include an enhanced C-D Roadway Concept, reconstructing traffic interchanges and bridges, and additional bike and pedestrian crossings. Construction for the I-10/US 60 interchange will extend east to Hardy Drive, with pavement restriping only on westbound US 60 and a widening to the outside of eastbound US 60 to accommodate the new 2-lane on-ramp from westbound I-10. A noise wall is recommended along eastbound US 60 between Priest Drive and Hardy Drive. The eastbound on-ramp from Priest Drive will also be adjusted slightly to accommodate this widening. All work in this area will occur within existing ADOT right-of-way, with no additional property acquisitions. Please refer to Figure III-3 to III-8 of the Draft EA for further details.

Date	Name	Channel	Comment	Response
10/25/2019	Stepp, MD, Jennifer	Email	<p>To whom it may concern;</p> <p>I recommend using dedication lanes: each lane has a single dedicated destination WITHOUT crossing other lanes.</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 1. Separate baseline rd i10/hw60 on ramp from i10 westbound- hw 60 eastbound entrance. 2. Dedicated carpool entrance and exit from i10 to hw 60. 3. Separate hw60 westbound to i10 eastbound entrance from baseline rd exit. 4. Dedicated carpool entrance and exit between i10 and i17. 5. Build on ramp without a red light from 143 southbound to i10 eastbound. 6. Consider a separate connection between hw 60 and the 143 to alleviate traffic. 7. Have two lanes exit 143 to airport East entrance. <p>Thank you, Jennifer Stepp MD</p>	<p>Thank you for your comment. We have included measures to minimize weaving and merging on the freeway in the study area including recommendation numbers 5 and 6.</p>
11/17/2019	Strickler, Bill and Tina	Email	<p>We live in the Pointe South Mountain community which is located along 48th Street south of Baseline and north of Elliot, and are concerned about the noise impact of the planned freeway expansion project.</p> <p>We have looked at the documents and appreciate that consideration has been given to noise impacts, but are concerned that our property values and quiet enjoyment will still be negatively impacted. The added freeway and frontage lanes will bring much more traffic noise and it's hard to trust that the proposed walls will help with that.</p> <p>For example, it seems the walls being built for the new South Mountain Freeway are at least two feet higher than the maximum 18' being proposed for the I 10 Broadway expansion and the communities being impacted by the South Mountain freeway are generally on the same or lower elevation as the freeway. Most of our community is instead elevated well above the freeway due to our location next to South Mountain. It would seem to make sense for our walls to be higher instead of lower as described Likewise, we didn't see mention of using other methods such as a rubberized asphalt surface along this heavily residential area to help with noise.</p> <p>We know there needs to be an improvement to the freeway, but don't want our values and lives to be sacrificed. Our community includes approximately 900 homeowners, so ask that you give careful consideration to the noise impact and available methods to help reduce it.</p> <p>We appreciate you asking for feedback before moving forward, let us know if we have missed anything or if you have questions. We have already subscribed to receive project updates.</p> <p>Sincerely Bill and Tina Strickler</p>	<p>Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements was performed for this project to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Barriers are generally effective in reducing traffic noise for the first two rows of residences immediately adjacent to the facility. At your community's distance from I10, the change in noise levels from the proposed project over existing would not approach or exceed the threshold in ADOT's Noise Abatement Requirements to warrant consideration for a noise wall. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the noise analysis undertaken for this project.</p>
10/24/19	Taylor, Zack	Online Survey	<p>I think expanding this area would be great. I work at 1615 s 52nd st and have a really hard time. There is so much traffic merging onto the I-10 that 52nd Street is backed up half a mile or more. Since I work pretty close to Broadway, it makes it hard to get in line. Merging onto the 10 from Broadway is dangerous. The merge lane is abrupt and people drive recklessly. I think having a collector lane would help.</p>	<p>Thank you for your comment.</p>

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney	Email	<p>Hello,</p> <p>Imagine How Long Anyone Has Been Acting with The First Law Of Thermodynamics and The Conservation Of Energy, Then Make Your Father The Judge?! Your Father The Judge?!</p> <p>Its Called FREE Energy, Plenty To Eat, And Revivals?</p> <p>Try To Think Over Firemen and Policemen, Their Deaths, or Archaeologist and The Excavation's and Archaeology?</p> <p>The Seasons, New and Improved T.V. Hit, SERIES ' How To Target Any / The Walking UN-dead [Zombies, If Religions Zombies] Their Foreheads?</p> <p>Did The American President Die For His Son's (lack of a) Education, Sin's, Evil, Short Comings, Or What Was a New GOD, Figure To Do?, For Example, with His Son's Idea Of and Once Any Need of a Education?,</p> <p>Certainly Not Act?</p>	Thank you for your comment.

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney (continued)	Email	<p>Why Would Their Be a American Medical Association, and a Abusive Tradition and Dying or Dead Domino s, or Penguins in The If Imaginary Schools Everyday Class Rooms, Leading If Not Hypnotizing?, Any Innocent Young If Ethnically Charged Negro Afro-Americans and Blacks? Police men, Lawyers, Teachers, or Any Grand Parents Of!? Its called a Dead President....</p> <p>Or Anyone Might Call It, Plenty To Eat, FREE Energy and Revivals?</p> <p>Or Nature and Resiliency, if Transcending Then Resiliency? Try to Imagine Character a. Doesn't Understand, and Will or Can THREATEN People, and Character c. Understands, The Hurt, Dead etc..</p> <p>What Culture Would Kill Its Loved Ones, and Again, What Culture, Would Kill Its Scientist?, CULTURE KILL, it's Scientist!? And Once Imaginable, What Type of Particular Society, Tradition, Civilization, Refinement, if Cultivation Perception, accomplishment, breeding and lineage Would Kill Its So-Called If Supportive Processing?</p> <p>Why Not The Capitalist, and His Yet to Be Born, Young (Imagine Our The One God 'Will Pick All That Up, All That Up Someday, When Everybody Can Afford It!,)</p> <p>I Could Be Wrong?, What do you Think?</p> <p>Thank You,</p> <p>Rodney Terry</p> <p>10/14/19</p> <p>12:00 A.M.</p> <p>Try to Imagine I Like Dyeing and Killing, It makes a Type of Humorous and Poetic Sense To Me?</p> <p>Ain't Nothing Wrong With That, Ain't Nothing In The World, Wrong With That!?</p> <p>Imagine Once in a Position of Regard, I want to be known as Someone Who's having a Good Time, at Almost Any Cost? A If not another Intelligent Christian Trustworthy able to get along, happy and healthy Christian?</p> <p>Can You and Then Anyone Envision Robbing if Raping Innocent African's, And Once as a Prepared and Christian Guide Service, Advocate Backer Crusader?, Or as a Trained and Once a Sponsored Aid?, And Of Any Again Christian Evaluation, and Then Evaluations, of The Life and Death, Predicaments if their Characterizations.... Situations If Predicaments and Then Any Strengthening and Better Hypnotism, or Rationalizations, Study, Faith, or The Science In, if Of?</p> <p>Try To Imagine The History and Lessons, The Televised Productions of The Once Imaginable Humans BREATHING And Energies?, The Authority Too, Allow If Welcome The [Magnetic] End of, Death of, The Dying of, To Be (if put in a Continuous Uninterrupted and Aligned Line, Alien? The Grave Yards of, Suggested as and Pictured as, and Over Time, Loved Ones Of, and Then The Class Rooms Of Again?,</p> <p>If The Taking of Any To Their (First Law Of Thermodynamics) and Graves, if Deaths? Was meant to be done by God, I guess no-one thought he'd have to learn (un like somebodies son) learn to read, if look at the rotating planets, or their if atmospheres, and erosion and energy in motion? If a Criminal Intent, and The Wealthiest Continent on The Sphere, and have The Young Theirs Stolen, And Asked, Asked To Get Dressed, and See What They Were Able To Do? If Not Try to See?</p>	

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney (continued)	Email	<p>A Electromagnetic Television, and Police men Policing a Dead President? What do I Think, I Think About Firemen, and Innocent Class Rooms, and Maybe Those People that Drown at Sea? Imagine Him, Jesus Christ, to say your healed, and on the same hand, I'm Sorry Theirs Nothing We Can Do About Your Wife and Son's?</p> <p>I Guess You Can See, Or Think, I Don't See Why Not, Or Why!? Can You Imagine How Many Male Interns and Doctors Are Having Breakfast and or Lunch, While I Try To See What I Can See, Here? I Recently Imagined and Tried To Envision, Just How Long We've Been Eating With Our Hands?</p> <p>Try To Envision Any Nickel Less, if a Idea of Worth, and a Pictured of a Smiling Dead President, and a Question of What's Quicker, and Then Any Resulting Apprehensions?</p> <p>The First Law of Thermodynamics, or His Love and Word, Everlasting and if Believable BREATHING, If Not Believing?</p> <p>Try to Envision Any Infection if Cancer, and His Jesus Christ Word and Love, if Somehow Imaginable as BREATHING And Healing? And Him Jesus Christ? To Have Been Real, how Black and from Africa, could be Anybodies Guess?</p> <p>10/07/19 2:00 P.M.</p> <p>Hello,</p> <p>If Anyone Can, Try To Envision Any In The Cards Acceptability, or Any Definable if Likely Apprehension!!!</p> <p>Try To Imagine I Worked Really HARD To Do This, And I Hope You or Anyone Can Make Head's or Tails of It?!</p> <p>Try To Imagine if Envision, How The First Law of Thermodynamics, and Any If The Conservation Of Energy Missed Anyone, or The Innocent Human? And Again?</p> <p>Thank You Again Sincerely,</p> <p>Rodney Terry</p> <p>Hello,</p> <p>Thanking Over The FIRST LAW OF THERMODYNAMICS AND A SUCCESSFUL INTERPRETATION OF THE CONSERVATION OF THE FREE SKYS FORCE OF THE TRANSCENDING STRENGTH OR ENERGY? And For Example Anyone Maintaining Their Body Temperature? And Or Incorporating the Conservation of The Skies, Milky Ways, Transcending And The Translation of, The FREE Force Of?</p> <p>10/07/19 8:00 P.M.</p> <p>Thinking Over Synonyms For Inequality, and Discrimination?</p> <p>And The / a Idea of FREE Energy Acting from The Beginning of Time?, Here and Acting?, If This Magnetism's Rotating of and Resulting Magnetic Sky's, Particles and Atoms Replenishing Rains? And Then The First Law of Thermodynamics, and (CURIOSLY) The Conservation of The FREE Energy? The Conservation of?,</p> <p>And Curiously; Is The Death Of, If The Killing Of, A Waste Of The FREE Energy?]</p>	

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney (continued)	Email	<p>1. DISCRIMINATION; Bias, Intolerance, Unfairness, Favoritism, Distinction, Judgment, Cultivation, Culture Bigotry, Partiality, Wrong?</p> <p>2. INEQUALITY; Crime.,</p> <p>3. AVERSION; Disgust, Disinclination, Antagonism, Ill Will, Contempt?</p> <p>4. HATRED; Ridicule, Slight, Mock, Disrespect, Contempt, Disdain, Provocation, Unruliness?</p> <p>Thank You,</p> <p>Rodney Terry</p> <p>04/17/50</p> <p>Envision Young Afro-Americans or Blacks Suicidal, Confused, and Soon Finding Drugs, To Be an Answer, And To Be Due To What Male and Female Goats Do? I've Asked Myself, 'What Do I Think That Is?, Their The Schools / Universities Looked After If Tended Goat's are Doing, and Any Of The Resulting In My Eyes and Personally Envisioned, As This Cultures Struggling BLACK and or Afro-American Churches?</p> <p>(Ability To Suggest Any FREE Sky's Rotations and once imaginable EVERLASTING and Then Convertible Energies? Any Translated Translations of The in my opinion Almost Limitless, Strength Energy or The Focus and Then The Focused Force Of?)</p> <p>10/08/19</p> <p>7:00 A.M.</p> <p>Entitled; I Think I Can Imagine A Veteran, That Can Think Over Whats Good And Real for a Humanity?</p> <p>Imagine a Veteran or a Puppet, Needing and Using a Piece of Meat, or Another Puppet!?</p> <p>Imagine The Americans Need, Then The His Son's of a Education, if a Developmental, and Then Over Time The Grief Of? Oops, Oopsie, Oops, I'm Sorry..</p> <p>If Envisioning The First Law Of Thermodynamics, and The Conservation of Energy? Imagine Him Jesus Christ on The Cross, and a Question of How Dead He Is? And again maybe a Question of Why? And then Again In a Black if Afro-American Church, and This A.B. and C., The Cradle of Religion, and Then The Cradle of Humanity, Well He Looked a Little Different To Me?, But Then As, And Then Black Like Me?</p> <p>A Believe-ability Here, Looks Almost Questionable? Iffy? I mean, Iffy?</p> <p>[if i had one wish, i think I'd like to ask a doctor what are the chances, if i this morning had one wish 10/09/19]</p> <p>Thank You Again For Your Time Here,</p> <p>Rodney Terry</p>	

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney (continued)	Email	<p>Try To Envision Any Better Conservation Of The Energy, Developing How Much Sustenance Rations, One Really Needs? If How To if Again Focus The Heavens or Earths FREE 'Always In Motion', and Transferring Energies? And Any Question Of, How Much Rest, Relaxation Hypnosis, or If Time Off?</p> <p>Try To Imagine, When Thinking of The Passage of Time?, For Example, Try To Envision a Candles Flame To Grow or Dwindle According To Its Use of, The FREE Milky Ways Bits Pieces Particles If Generated And Atoms Force and Focus, and Any Once Envision-able Conservation of Its Energy? The Again Transcending Transferring And Translated 'Always In Motion', Universe and its FREE Force, Any Rotating And?</p> <p>You Know as an Orphan, Someone Before Me, Would Have Been Nice?</p> <p>Imagine Sitting on a Curb, in America Till One is Tired of it, Enough to Commit Suicide, Under The Intoxication of The FREE Dope?</p> <p>Can Anyone Imagine a Struggling American Medical Association? And On The Other Hand Someone or Anyone, That's Not Really That Gay, About Her, and then if Anyone's Anatomy / It? Growing or Anyone's Privates? (the regeneration of?)</p> <p>Consider Imagine if Envision The Males Grate Grate Grand Children's Life Insurance if Any FREE Money and The Resulting and Lifestyles, and Any Enhanced Ease of, and Then Any Normal Graves For? And Then Any Normal Graves and Graveyards For?</p> <p>Consider Me, and a Doped if Drugged Acquaintance, and a English Professor? An Employable Young Now Married to a Ballet Dancer as a REWARD and Then How Many Leotards, To Be Anybody's Guess? Try to Envision an Experienced (Un Trustworthy PRINCIPAL, PRINCIPAL, PRINCIPAL, and Then an Echoing and Employee of,) and a Committed Lack of Character? And Again a Doped And Drugged UNIVERSITIES Employed English Professor?</p> <p>Imagine My Re Defining Potential, and His Caucasian Ethnicity and Drugged and Culture To Haunt Me?, And My or Any Communities Future?, And Then Another Guy, Again Haunting Me, From My Youth, a Friend But Negro Third Grader, and Veteran in My Foster Moms House?,</p> <p>Her Daughters Boy Friend, But Just a Guy to Eight or Nine Year Old Me? Now a Hurt (opened eyed, and Realistically Insulted) Negro and Third Grader, and Veteran and Victim Out of The Fifties, and Its Medical Attention and The Philippines? Envision Him Sitting Down and Thinking, Actually Imagining / Confessing, 'Now I Hurt People'?</p> <p>Today I Imagined The DEAD Negro Third Grader and Hurt Veteran ('TRICK') Is And Has Been Acting With The FREE Energy, And For How Long To Also Be Anybodys Guess?</p> <p>Try To Think Over 'The / 'This FREE Energy', And All Of It, My Suggested Energy, UN-Limited if Limitless To Be Here, And Already Acting? (In The On The Ground and Face Down If Bleeding And Acting and ENERGY, and Africans?,) Envision Finding Followers Of, And a Schools Class Rooms, Struggling [and Everyday Confrontations with, and a Maybe Secret Plan, Proposing Anyone Not Look, Don't Look?]</p> <p>And an Inherited, 'Want To Live', If Any Innocent Reestablishing of, What Must Be a Hypnotic, And if Again, ' Now Try It Over (where) There', 'I Want To Live'? And an Unashamed Jesus Christ, Unashamed and Black As Me? And His Word Love and The Strength Of.. To Be EVERYTHING?, EVERYTHING?, AND ENOUGH....</p> <p>Imagine Someday, a Spaceship on Television, if In Any Science Fiction Movies, That Recognizes and Deciphers, Realizes, Accepts, Understands The First Law of Thermodynamics and The Conservation of (the FREE and Personally Viewed as Limitless if Not Immense Force) Energy?</p>	

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney (continued)	Email	<p>That Once Thought of as Interlacing and Once Imagined to Interact? And Envisioned To Intertwine with The FORCE Of, Any Resulting and Once Appreciable, Any Rotation of, if The ' Always In Motion, and Found to Be ' Force Of?</p> <p>If a Conspiracy, or an Idea Of, is Imaginable To be, Part of Any Plotting if Democracy Mocking and as a Not Understood Confused Cycling Of, Any Kinetic and Atoms Gluons and Quarks, Potential if Attainable Force? A Resiliency and a Combining and Recombining Then Any Focused and Force Of? Any Envision-able as Out of The Sky's Schools Class Rooms Almost Filled With (in a word hypnotized) Empty-Headed, Pieces of Generic Meat?</p> <p>Extorting Any Extort able Police Departments, Tangibility? Try To Envision Leverage and Larceny, To Be Wrong?</p> <p>And a Flexibility, Adaptability, Versatility, a Springiness, Any Mechanical and Natural, and Nature Of And Any Resiliency?, And Any Transferable, And Magnetism's, Cycling Of The Earth's Clouds and Deserts, Rains and Mountains, if Plant Life? The Transferring Energies Particles Rotations Immense, and FREE Force, and Once Envision able Any Convertibility Of, a Combining and Recombining, Flowing, Developing, / Develop able and FREE Particles Energies?,</p> <p>Any Gravitating Of and Once Transcending and then Force, and once imaginable again Kinetic ly? Try To Think Over Any / The Generated Particles Resulting Colors, If a Rainbow Of, is Imaginable? But in This Instance Reflecting, and Eventually Any Tiny Piece If Synonym for Atoms Specks Trace bits Particles to Generate a Mirror, or Mirroring and Surface / Surfaces? Any Focus of and If again In Motion Particles FREE Force?</p> <p>And Then The Non-black European Mans Arms and Hands Outstretched, Over Any > A., Worth and > B., History and, > C. Ancestors? Again Resulting Churches Center Pieces, And Then Any, And The Caskets For? And Then if Comprehensible As, a Type Of Auditorium and if Imaginable as a Suggestion of, If 'Breathing', and Conspiracy?</p> <p>Imagine a Cultures if a Thought Over as This Countries Then Americas Indigenous, Then Doctrine Then Schizophrenia, That Says > >> WE DON'T DO THAT <<< !? Literature Music and Philosophy? That Says Again and Again > >> WE DON'T DO THAT <<< !? An Ideal in, Any Focused Guidance and Seemingly Advised Don't Look?, And Anyone Looking At Any Transcending Apparently Pieces of Un - Centered Nonspecific But and Center-able Pieces Of Meat?</p> <p>Being Centered, and Any Question of Not Looking?</p> <p>A Balancing Leveling and Centering That Says Time and Time and Time Again > >> WE DON'T DO THAT <<< !? Consider The Art The Medicine And The Dead Loved Ones Of? But On The Other Hand Him Jesus Christ, (as { If Acting, And Or If Able To, And Once If Imaginable, On The Cross { Black as me? [or Bigger Blacker and Angrier Than me?) And His Word Love and Strength? Imagine The (/ Any Correctness) In The Way, Things Are, or Are Done?,</p> <p>If Thought or if Any Thinking Over Of? To be Re-evaluated with A Sadistic Entrusted If Sick and Tired Mechanical, if Any Generated Specific Haunting Reason ability Of?!</p> <p>The English and College Professor, I'm Also Talking About?</p>	

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney (continued)	Email	<p>If Hollywood's Ability to Suggest Any Trapped and Then Any Hypnotism and Any Resulting Frantic Escape's From? If Any No Way Out, Scenarios And Once a Hypnotic and Accountable, Lack of Character, And Any. Idea of Enslavement and Justice, from One and The Same Place? Imagine I Threw That Up Too, Those That Threw That Down Too Me?, The Universities Of? And Any Question of "Do My Work, For Me", and Then a Type and DNA Focused?,</p> <p>And No-ones Love, and Then Me Dreaming Of Another Day In the Jungle, Of Mine? [Imagine All I Do Is Love You, After All I Made You, an Ancestry and Ancestors and Tribal Members, Healing Force Around The Clock, Focus Of The Transferring Transcending Translated Force Immense Force, and Around The Clock?]</p> <p>And Then The American Flag of Stars and Stripes, The Stripes Suggesting Criminal Uniforms, and Then Its Box of Stars, if Believable as Part of Any One of Their Futures For Of? But Again Bias and Again Drugged, and Employed English Professor's Disciplining, and Surreal but Distorted Hurt Drunk?, Weird and Tired, But Suspect Understanding As Questionable?,</p> <p>Hypnotizing and Generating Threatening Characters, And Ordinary Me, Frozen In Fear? If Trying To Point Out, A Collecting Then a Collection Of, And Rotation Of Any Everlasting 'Always In Motion' FREE Energy? [Breathing, It's BREATHING?,] And Force if ' The First Law Of Thermodynamics ' Binding!? Envision That, And The Commercial Alien, If Any Science Fiction Movies, Or if Modern Worshiping Audiences, In Churches?</p> <p>And Once if imaginable Their Churches Movie Screens? And Then They To Learn if try to, to Appreciate The First Law of Thermodynamics and The Conservation of The FREE Energy? And Soon Any Commercial Alien, To Not Be The Same Developmental Age As The European and Needing Newborn? AND NEEDING NEWBORN, AND NEEDING NEWBORN?</p> <p>If Someone's Space Ship, Someday Replying Collecting, Answering and as a Representative Evolving Delivering Acknowledging if Proceeding and Responding Under The Power of His EVERLASTING Love Strength, and Breathing WORD, Jesus Christ Word and Love? And an Energized Result And Any Reassured, Of if Not Again The Predictability Of, and at The Same Time, The Reassuring of if Of Any Reliability In?</p> <p>Imagine Me Considering Guidance, from Any Once Believable if Credible and If Master Craftsmen, Seriously Killing, and Keeping The / Our President Dead? (And But Seriously a Type of if Focus of Everyday Energy / Energies, here Under The Stars and Sun?!) Try To Envision an Environment, and a Station of Integrity and Success Off to The Side, and It Threaten-able?</p> <p>If My Dreaming and Once Hypothetical Restructuring? And Ideas, if FREE Time and? Envision Me Shaking From The Impairing, Abusing, Undermining, and if Imaginable Basically Sabotaging, My Everyday Re defining?</p> <p>Imagine a Struggling American Medical Association Again, and Anyone Translating The Immense Sky's FREE Forces, Magnetism, and Human Record ability and a Police-able Resiliency, Here thought of Casually as a Center of? To be In Everyone, and Once Imaginable, to Also be in Everything? [and if a Floating Resonant Translator, Between Anyone and The FREE Sky's Energies?,] The Sphere, The FREE Energy Of, And The Four Head, If Heads Of? (Anyone's?) if again Deserts Rains Clouds and Stars of?</p> <p>Imagine The Sun Shine, and Any Axis (Synonyms; Horizon, Root, Seat, Turning Point, Articulation, Link, Core, Heart, Direction, Midpoint, Center Line or Spring Of?) of to be of The Here Imagined as Immense Strength, Energy, or Force, if Focused And Force? A or Any Once Imaginable as 'Always In Motion Convertible ENERGIES Particles Magnetism's Spins and Then Any Convertibility of?</p>	

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney (continued)	Email	<p>And for example Any RAINFALLS, Precipitation, Drizzle, Spray, Dew, Storms, Deluge, and DESERTS, Unproductive, Infertile, Desolate, Hard, Bare, Bleak, and Then The SEAS, Oceans, Marine, Watery, Naval, Expanse, Stretch, Area, If CLOUDS of, as Billowing, Shroud, Blanket, Curtain, Canopy, Shadow, Gloom, Envision The Sphere / Earth To Be Made of That Type of Energy? Convertible? [Once Imaginable?]</p> <p>Cycling and Why its Human like, Then Any H2o's Magnetic Makeup, and Any Interest In 'The Closing Of Any / a Open Wound Of, and as a Record able, and Once Imaginable Again Police-able, Station? (The Stars Then Sky's, FREE Particles Generating of FREE Develop able Force, and any Resulting Conservation of The Energies Again?, And The Rotation Of, and Combining and Recombining of The Convertible and FREE Force, Strength? if Anyone's Imagining Of, The Magnetism Of?]</p> <p>Imagine Again a Schools Class Rooms, And Then If Its Everyday Confrontations with (a D.N.A. and Any Followers Of?,) The, And Any Traders!?, To Translate and Transfer a Natural Resiliency / Regenerative -ness, and Resulting History Lessons, and The Focus-able [for example Autosuggestion, or Goal Orientation) and Passage of Any (Ethnically, But Enhanced Enlarged Redefined and Again Passages) of Time?</p> <p>Envision a Describable Lack of Attentiveness, Potentially Influencing Also Nonspecific, if Reasons for Developing Communities?! And Them to Be Down There, Somewhere, Anywhere?</p> <p>And Then Think Over The Sky's Immense and FREE Force, And Your Breathing and Focus of? His or Her Bloods Atoms Oxygenating, and FREE Particles, and a Life and Death Focus of, The Magnetism? A Resiliency Of, 'Axis Of' if Any / You Will? Strength if Adaptability Imagine a Millionaire and Employed Actor or Purposely Deliberately Carefully Measuring and Re-establishing, a UN-Needed?</p> <p>Discrimination, Inequality, AVERSION; Disgust, Disinclination, Antagonism, Ill Will, Contempt? Distortions, And HATRED; Ridicule, Slight, Mock, Disrespect, Contempt, Disdain, Provocation, Unruliness? Perception and Then THE INNOCENCES OF, (and The Beat um Up, Shoot um Up, Cut Um Up Hollywood?!) if Its Ethnicity or Lack Of Regard?,</p> <p>Thank You,</p> <p>Rodney Terry</p> <p>04/17/50</p> <p>P.S. By The Way, Try To Think Over Any Involved if Movies Of, and imagined as a Redundancy of, and a Type of Brainwashing? (Synonyms) Indoctrinate, Condition, Re-educate, Persuade, Propagandize, Influence, Inculcate, Drill, Pressurize. (r.t. Hypnotize, and Employ and Explain?)Try To Visualize The Hospitalized Loved One, And Any Encompassing Grave Yards Of, For?</p> <p>The Hospitalized Loved One, And Any Encompassing RESULTING Grave Yards Of, For?</p> <p>Why does The Magnetism's Carbon Based Then Transcending and Generated MOLECULES Transfer The Heat, Then It's Pressures Cycled, Cycling Force?</p> <p>And The Question of Why Is There a Breathing and Translating, Rationalizing, Man or Human [Any Believe-ability in] The Credibility Of That, Any Reason-ability Then Focus-ability Of, and a * Reason For Developing Any / The Crowds Of, Then The Hundreds Of, And Then Thousands of, if imaginable of Any Communities Of?</p>	

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney (continued)	Email	<p>Any Two or Three Very Very Early Caucasian [not Black or Afro-American] Cavemen Might Have Found That They Liked It.. A Natural Convenience and Once a Review able [reviewing] and The Ease Of?, Then Any Rationalize-ability, Realize-ability, To Be and Worth The Time, and Not That Sickening?</p> <p>Thank You,</p> <p>Rodney Terry</p> <p>move to top of page</p> <p>Entitled: Camp Fires</p> <p>Hello,</p> <p>Thanking You For Your Time. Try to Envision a Camp Fires, Exhausted Oxygen Atoms and They, or Them To Not Be Exhausted And Instead Them To Be FREE Orbital and Magnetic Once Envision able As a Part of The Atoms and Particles Convertibility Of?, Always In Motion Force Of For, And The FREE Bits and Specks Particles?, Imagine a Universe Of, and Any FREE Energy and Any Interacting, and if Imaginable Interwoven Transcending Translatable Immense and FREE and Interwoven Force! Again Interwoven ?</p> <p>Imagine a Joking and Successful Idea or Any Describing again How Impregnating a Female, and then any Surviving or Survival!? And The Question? Is He Dead??!</p> <p>Consider How Real Is The Depletion of and (any Magnetic and) Gasoline Oil or FOSSIL FUEL, as Any Know it?</p> <p>And Combining and Recombining and Magnetism, and Axis and Sun Shine and Rotating? If Any Resulting and a Space Ship Named Byron or Mark, on Television, if In Any Science Fiction Movies, That Understands The First Law of Thermodynamics and The Conservation of (the FREE and Personally Viewed as Limitless if Not Immense Force) Energy? That Is Interlacing Intertwining and Interacting, with The Rotation of, if ' Particles Interwoven and Always In Motion, Focused?)</p> <p>Universe Of And IF Impact, Cause, Weight, influence, Effect, and Again Significance and Again Force?!</p> <p>Translating The If Any Is Imaginable Transcending if Transferring of The FREE Resulting and Any Rotating of, and Force Energy or Potential?And a Standard Typical Ordinary, Authority, if the Management of, Any NEED or CARE? NEED or CARE? And Any NEED or CARE?!</p> <p>You Can Envision Any Consequential Associations Any Everyday Public And Talk? But a Type of, " In The Cards " Acceptability or and Defend-able if Likely Apprehensions?</p> <p>Why Would Anybody be Afraid Of This? I Think a Nice Name For Anyone's Personal Space Ship might Be Emma, or Gladys, and or Martha?</p> <p>Imagine Congressman and a Millionaire, Millionaires Then Direction and Diseases, and a Horn of Plenty, Or THREE, Horns of Plenty? And a Halo, Or Any Hypnotized Stick Figures, Manipulating Kitchens, Histories, and Police Departments?</p> <p>Any And Then a Halo, Transferring and Translating Convertible and Combining Particles, and an Energy In Motion, (Solar System / Universe of) if Any Magnetism of, Focus-able Force Manifested Helps Materialize, a Still Flying Knife of The Suggested Halo? And His Jesus Christ Love, Word and The Strength of and Convertible Force Of? Any?</p> <p>Consider The / Our Environment if Environmental Science if Experienced Marital Upswing Stimulation Re invigoration...</p>	

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney (continued)	Email	<p>Try to Think Over a Military Guide Drill Sergeant, or Mentor, or Instructor or Type of Coach, if Once Imaginable a Military Doctor Thinking TOYS? And Then The Same Thing Before Him, Now Envisioning as, And a Question of "What MI Doing"? And a Ring of Rented Hospital Beds and Hospitals Encompassing, The Planet Jupiter?</p> <p>Then a Senator, Local News Paper, or Patrolman, Despondent Shot and?. Is Any Brainwashing, That Difficult To Imagine Here?</p> <p>Think Over Any RENTED Borrowed Liberated Leased Adaptable or Loaned, Acquired Copied Extraneous Distant and Any Surrounded by, Once / If Imaginable Hospital Beds? Or Any Graveyards, and a Pattern, from, a Necessarily Dying / [(if) Not Dead Yet Flag,] (Or Administration's Direction Use Handling Control, If Manipulation Of) and The / Any FREE ENERGY! And If Interwoven And FREE Energy?</p> <p>And a FREE Impregnated Female, and The if Imaginable Joking (description of and then) Survival, and Quotes and COMPUTER PROGRAMMERS!! And 'ONE', and As Significant Important if Appreciable or If Consequential, and 'DEAD DOCTOR'? ONE!!!?</p> <p>Consider Comedians and Fire Trucks and Firemen, and a Pattern, and Hypnotism and a Particular Tennis Champion, Players Thighs? And a Kind of Desire?, Then an Alien Universe, The same Developmental Age as These Chalky and Transparent, Colorless Ghostly, Unmarked and Grace-full Human Beings? Aliens?! And a Senator, or a Congressman That Doesn't, Imagine That Either? And Any Collecting Of Then a Collection Of, And an Everlasting FREE Energy Force Solar System or Galaxy of if Binding and 'Always In Motion Particles!?</p> <p>And Again FREE Force!?. And His Jesus Christ, Word and Love as Any More And Everlasting?!</p> <p>And Then a, if imagined as Significant SECOND DEAD DOCTOR., TWO!!!? Imagine Any 'NEEDING' Here, or a Pamphlet, Entitled 'How To Need' and a Reading, and Fellow Human Being, Someplace, Else?</p> <p>Then The Bar Association and an idea of "Worth", as in 'We Think He's "Worth It" .. If Any Ghettos Of, If Meat Of, Muscle Of, And Any Imagining Of, and Once The Kitchens Of, The Immense and FREE ENERGY? If Again and Interwoven FREE ENERGIES?! And if Imaginable a THIRD DEAD DOCTOR?, THREE!!? Try To Just Envision, a Rationalizing and Schools Class Rooms Encountering Any Engagement With Conclusions and Differences of Opinion?,</p> <p>And maybe if Still Anyone's Imagining Of, If Any Substance Of, A Facility For, or Unreal Conspiracies?,</p> <p>And What I Guess Anyone Might Come To Think Of As an Imitation of, and Then what Must Be European Ingenuity Children and Why Not Religion? Then Try To Envision if Imagine Washington D.C., and The Any Working Aids, Servants, if Assistants, and a FOURTH DEAD DOCTOR, FOUR!!? if Just a Refractory and Lack of Regard, Imagine a Mayor or Governor, That doesn't Imagine That / It Either?.</p> <p>Envision Any Boy Scout Leaders, Young Priest, Physicist, a Nurses Association, Then The Pattern, if Any Again Hypnotism!?, Then Something As Real?! And a Martin Luther King, Malcolm X, Eldridge Cleaver, or if George Washington Carver, " Helping develop more than 300 uses for the peanut alone"., And Fredrick Douglas Thurgood Marshall, and Nelson Mandela? And Then a FIFTH DEAD DOCTOR?.FIVE!!?,</p> <p>Then Fossil Fuel's Rotating and Atom's, Combining, and Recombining, Magnetisms Particle's FREE And Potentially Immense Sky's, Explosions of and The FREE Force From of, Hypnotizing and Any Resulting Hypnotism From? The / Our Fossil Fuels? (as any more magnetic, once imaginable)</p>	

Date	Name	Channel	Comment	Response
10/14/2019	Terry, Rodney (continued)	Email	<p>Considering Try to Envision Any Camp Fires, And A Seemingly Timeless? RAPE? And A Day To Start?, And Then Any Combining Of and FREE Particles Once Imagined to be Exhausted Oxygen Atoms, and then a Department of Education Energy or Defense? And Any Orbital and Magnetic Once Envision able Particles Potential Convertibility, FREE Energy and Any Interwoven Intertwining And Interacting Of?,</p> <p>And if Imaginable And Nights Sky's Strength's, Transcending Translatable Once Imaginable As, To Be Almost Unlimited and FREE Force!?</p> <p>Imagine a Joking and Successful Idea, here?, And Then a Hospitalized Patrolman, Or Any Doctor's LEASED If Renting of Any Hospital Beds?, And A If Imagined As, A UN- Extort- able Priesthood, and Boy Scout Leaders, Accepting How Impregnating a Female and Then Any Surviving or Survival!? And The Question Again? Is He Dead, That Joker??!</p> <p>Imagine Anybody Someday Talking To Their Spaceship, and A Collection Of, And Everlasting FREE Energy and Force if Binding and 'Always In Motion' If Its Rotating, And Again Transferring Of? If Understood As?! Energies / Energy And It or That Responding? I Tried to Invent or Sell, ' A Self Contained Power Outlet and Motor' Some Time Ago? The Idea, and Any FREE Magnetism, In My Home Town, Oakland Ca.</p> <p>Thank You,</p> <p>Rodney Terry</p> <p>4420 S 18th PL</p> <p>Phoenix AZ.85040</p> <p>04/17/1950</p> <p>P.S. Think Over The Cradle of Humanity Then Religion? And The Question, Where Did Our Sunday's Come From? And If In Time, Monday, knowing and Sharing What The N-word are??</p>	
10/24/2019	Thompson Lefkowitz, Pamela	Court Reporter	<p>My name is Pamela Thompson-Lefkowitz. I live just north of Fry's Electronics and Baseline Road in a residential community. Traffic on the freeway has become so loud 24/7, I can no longer open my windows at night and sleep in this nice cool weather. I would like to request that they strongly consider the tall sound barrier walls like they have on the north 101 up in Scottsdale. Last year, I was able to have my windows open in the cool weather and sleep. This year, I can't. I have to use my AC which is using energy that I would rather not expend.</p>	<p>Thank you for your comment. A thorough noise analysis based on ADOT noise abatement requirements was performed for this project to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Traffic noise immediately adjacent to the highway is impacted most by changes in traffic and can benefit from sound barriers. The commercial buildings standing between I-10 and the residences in this location will keep the change in noise levels from the proposed project over existing levels from reaching the threshold in ADOT's Noise Abatement Requirements for consideration of a noise wall; therefore one was not recommended in this location. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project.</p>
10/24/2019	Thompson Lefkowitz, Pamela	Comment Form	<p>I think that you need to seriously consider adding additional lanes from Ray south thru 202 east and west. It is getting extremely congested from Ray Rd. south and is increasingly difficult to get off I-10 at Chandler Blvd. I would like the noise level monitored at my home on the north side. As of this year, I cannot leave the north facing windows open at night.</p>	<p>Thank you for your comment. Additional lanes south of Ray Road were constructed as part of the 202 TI project which this project will tie into. Further widening south of Ray Road is beyond the scope of this project and would need to be planned and programmed at a regional level. Noise measurements have been taken along the project to determine the existing noise levels. Please refer to the Noise Technical Report available at https://azdot.gov/node/15475 to learn more about the monitored areas and the analysis conducted for this project.</p>

Date	Name	Channel	Comment	Response
10/24/19	Torla, Michael	Online Survey	<p>While attending the public meeting in Tempe on 24 October, it occurred to me that this construction is a good time to upgrade the surface-street intersections to a configuration that deters wrong-way freeway drivers.</p> <p>We all know there is no way to prevent idiocy, but better design MIGHT reduce it.</p> <p>As part of its effort to reduce wrong-way freeway driving, I presume a study is underway to determine which off-ramps are being used to enter the freeway, and as a result, determine which on-ramp configurations are more abused by wrong-way drivers.</p> <p>I discussed the matter with several "staff" members in attendance at the public meeting, and we all agreed it was likely that diamond interchanges are more likely to result in wrong-way driving, and that SPUI interchanges are less likely to result in wrong-way driving.</p> <p>Under that assumption, I encourage ADOT to include interchange reconfiguration to result in minimizing wrong-way driving.</p>	<p>Thank you for your comment. Most interchanges throughout the project are not proposed to be modified. Single-Point Urban Interchanges (SPUI) at the locations with reconfigured interchanges are not feasible due to constraints such as ROW, geometry, cost, and traffic operations. The wrong way detection system that ADOT is testing on I-17 will be implemented throughout this project to help notify ADOT, DPS, and other drivers when a wrong-way incident occurs.</p>
11/18/2019	Van Heel, Spencer	Email	<p>Hello,</p> <p>I have read about this expansion and the possibility of some sound walls along the 10. I Live in the Mattamy Homes Rhythm Addition between Warner and Ray just off of Priest and I back up to the canal and the giant drainage basin. The noise level is quite high and I believe that a sound wall would definitely benefit our community. I would sure appreciate the project taking our community in to consideration with your planning.</p> <p>Thank you</p> <p>Spencer Van Heel</p>	<p>Thank you for your comment. A thorough noise analysis based on ADOT and FHWA noise abatement requirements was performed for this project to identify current and future noise impacts of the project and determine the feasibility of a noise barrier. Traffic noise immediately adjacent to the highway is impacted most by changes in traffic and can benefit from sound barriers. Noise levels at a distance from I-10 as the residences between Priest Drive and the canal in this location are less likely to change as a result of the proposed project and were not included in the analysis. Please refer to the Noise Analysis Technical Report at https://azdot.gov/sites/default/files/2019/10/I-10-BC-DEA-Noise-Technical-Report.pdf to learn more about the results of the noise analysis for this project. Based on the analysis, no noise barrier is proposed in this area.</p>
11/17/19	Wressell, Amy	Online Survey	<p>Please provide safe cycling and pedestrian crossings without dumping cyclists onto high speed arterials with highway on off ramps. Please provide cyclist/ped only bridges access from low traffic roads similar to the College Ave and Country Club bridges over the 60</p>	<p>Thank you for your comment. This project includes multiple crossings and trails across the freeway to provide connection for all modes of transportation</p>
10/17/19	Wykoff, Carla		<p>I am elderly and live off the Warner-Elliott loop between 48th and 42nd Street. My only access to the city and the doctors I visit there is via I10. Please verify how you will facilitate timely access to North Phoenix for critical transportation given the excessive congestion already present on I10 from Ray Road to Broadway from 7AM to 10AM and from 2PM to 7PM. My life may depend on timely access</p>	<p>Thank you for your comment. The I-10 widening and addition of C-D lanes will improve traffic operations, resulting in reduced travel times. This will facilitate access from the southern end of the project near Ray Road all the way up to the I-17 Split. Also, the shoulders have been designed to a width to allow for emergency vehicles to pass if needed.</p>
10/21/19	Zhang, Feng	Email	<p>Hi,</p> <p>I have received a letter from AZDOT asking to provide comments about I-10 Broadway Curve study.</p> <p>I travel three days each week to work in central Phoenix through I -10. It is really heavy traffic in this area even after 6:00pm or Saturday. It is really worth to do some improvement in this area.</p> <p>Thanks,</p> <p>Sincerely,</p> <p>Feng Zhang 6528 S Mckemy St Tempe, AZ 85283</p>	<p>Thank you for your comment.</p>

Agency Comments

Date	Name	Comment	Response
MARICOPA ASSOCIATION OF GOVERNMENTS (MAG)			
10/28/2019	Eric J. Anderson	<p>October 28, 2019</p> <p>1-10 Broadway Curve Study c/o ADOT Communications 1655 West Jackson Street, Mail Drop 126F Phoenix, AZ 85007</p> <p>ADOT Communications and Study Team Members:</p> <p>Thank you for the opportunity to comment on the Interstate 10 Broadway Curve: 1-17 (Split) to SR202 (Santan Freeway) Draft Environmental Assessment (EA) that was released in October 2019. The Maricopa Association of Governments (MAG) supports the Preferred Alternative as noted in Section III of the Draft EA as the most viable option for this complex, congested and highly utilized segment of the Interstate 10 corridor.</p> <p>As the metropolitan planning organization for the Phoenix area, it is crucial that the major transportation investments voters approved with the passage of Proposition 400 are implemented with the highest standards we as a region can offer. Therefore, MAG feels it is critical to underscore the importance of the following:</p> <ul style="list-style-type: none"> ▪ Remain engaged in community outreach with the public and surrounding jurisdictions following the conclusion of the Draft EA. Implement robust public outreach campaigns early to educate affected neighborhoods, businesses, commuters, local agencies, and other key stakeholders. ▪ Closely coordinate with surrounding jurisdictions on closures and impacts to traffic interchanges and local streets during construction to ensure connectivity, safety and the continued economic viability of the corridor. Identify and implement strategies to mitigate the impacts of construction on the traveling public through robust transportation demand management strategies. ▪ Sky Harbor International Airport is one of the leading economic engines for the State of Arizona and will require a higher level of coordination with regards to any proposed closures of SR-143 or 24th Street. Early conversations with the City of Phoenix are critical and will require consistent dialogue as this project moves forward. <p>I look forward to our continued partnership on this important regional project. I can be reached by phone at 602-254-6300 or email at eanderson@azmag.gov.</p> <p>Sincerely,</p> <p>Eric J. Anderson Executive Director</p>	Thank you for your comment.

Date	Name	Comment	Response
U.S. ARMY CORPS OF ENGINEERS (CORPS)			
11/15/2019	Jesse Rice	<p>IV.M (Page 122). The second to last paragraph is difficult to read- I recommend listing the 404 permit types in a different format. There also appears to be conflicting information regarding the use of Nationwide Permit (NWP) 14 in special aquatic sites such as wetlands. While NWP 14 can be used in wetlands in other areas of the country, The Corps has implemented a regional condition that does not allow the use of NWP 14 in Arizona if it would result in the loss of wetlands (Regional Condition 2).</p> <p>To clarify, NWP 14 authorizes loss of Waters up to 0.5 acre. Preconstruction notification (PCN) of the Corps is required if the loss of Waters would exceed 0.1 acre or if the activity would impact a perennial or intermittent stream (Regional Condition 4a). A PCN is also required if the project is within certain distances of an Outstanding Arizona Water or a 303(d)-impaired surface water (Regional Condition 4f). Furthermore, a PCN is also required if the activity in Waters may effect an Endangered Species Act-listed species or may effect a property listed or potentially eligible for listing under the National Historic Preservation Act (General Conditions 18 and 20).</p>	<p>This comment has been accepted and the EA has been amended to clarify the permit conditions. Please refer to Errata section of the Final EA Errata Sheet.</p>
		IV.M (Page 122). It's not critical to the analysis, but ADOT actually uses Regional General Permit 96 (Routine Transportation Projects-Arizona) more frequently than NWP 14.	The comment does not require amending the document.
		IV.M (Page 122). In the section regarding Individual Permits (last paragraph), the text state that ADOT must demonstrate that it has not eliminated the LEDPA. It is more accurate to state that the Corps may only issue a permit for an activity that it determines to be the LEDPA, as defined at 33 CFR 230.10a. Furthermore, the activity must also comply with 33 CFR 230.10(b-c) (The 404(b)1 Guidelines). Because a permit will not be applied for until ADOT's NEPA process is complete, it is critical that any alternative which could meet these requirements is not eliminated without full consideration under the Guidelines.	The alternative analysis section (Section III) did address the screening criteria used for the alternatives selection. One of the criteria was "environmental", which includes waters. Therefore, this comment was addressed in Section III.
		IV.M (Page 122). To ensure a permitted action complies with the 404(b)1 Guidelines, the Corps may require mitigation for any discharge which may result in unavoidable impacts to Waters of the U.S (33 CFR 332.1(c)3). Although mitigating impacts greater than 0.10 acre in wetlands is a standard procedure, the Corps frequently requires mitigation impacts which are more than minimal or result in a decline in an aquatic resource's functions and services.	Final mitigation will be determined during the permitting phase of the project after the design is completed and temporary/permanent impacts are determined. Mitigation related to minimizing and avoiding impacts to Waters will be identified in the permit submitted to the USACE.
		IV.M.3 (Page 124). Preliminary JD's were completed for this project. Preliminary JD's only identify aquatic resources which may be Waters of the United States, but do not determine their formal status. Only an approved JD can determine the jurisdictional status. Please refer to Paragraph 4 of Regulatory Guidance Letter 16-01.	The EA has been amended to present that only "Preliminary" JDs have been completed by the USACE for potential Waters. Please refer to Errata section of the Final EA Errata Sheet.
		IV.M.9 (Page 129). The Corps agrees that the proposed activity would likely require an individual permit. As previously discussed with ADOT during scoping, an alternatives analysis specific to the activities proposed in Waters of the U.S. (i.e. bridge piers and channel lining) will be completed by the Corps to determine the LEDPA and ensure the activity complies with the 404(b)1 Guidelines. However, the information from this EA and previous ADOT studies can be referenced by the Corps to determine the suitable range of alternatives relevant to the Corps' decision (whether to permit the discharge of fill material).	The conclusion section on page 129 does state the project impacts to Waters will be evaluated as the design is advanced.
		As discussed in a November 15, 2019 meeting between ADOT and the Corps, the proposed action for the Tempe Drain is still in preliminary design and is subject to significant changes. It is suggested that the document note the potential for changes and commit to avoidance and minimization of impacts to waters of the U.S. during project development. This will help ensure that the proposed action will be found to be the LEDPA.	This comment has been accepted and the EA has been amended to state that if a Section 404 individual permit is required, it would require discussion on whether this project's Selected Alternative meets the criteria for the LEDPA. Please refer to Errata section of the Final EA Errata Sheet.

Date	Name	Comment	Response
ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY (ADEQ)			
10/28/2019	Daniel Czecholinski	<p>Dear Project Manager:</p> <p>We have reviewed the environmental documentation for Arizona Department of Transportation's (ADOT) Interstate 10 Broadway Curve: I-17 (Split) to SR202 (Santan Freeway). At this time, the Arizona Department of Environmental Quality (ADEQ) does not have comments.</p> <p>We recognize ADOT's commitment to protecting the environment and look forward to discussing ways both agencies can work together to reduce transportation related pollutants as well as their precursors. It is a good time to consider, on a case-by-case basis, project level analysis of ozone precursors under National Environmental Policy Act. As Maricopa County is in non-attainment for ozone and is at risk for reaching serious non-attainment, it is important to develop transportation solutions that not only address congestion but improve air quality.</p> <p>If you have any questions, or would like to talk further about ways transportation and environmental professionals can work together to reduce mobile emissions and help improve air quality, please contact Steve Calderon, Vehicle Emission Control Program Manager, at 602-771-2352.</p> <p>Sincerely,</p> <p>Daniel Czecholinski Air Quality Director</p>	Thank you for your comment.