



**Interstate 10 Broadway Curve:
Interstate 17 (Split) to Loop 202 (Santan Freeway)
Draft Environmental Assessment Public Hearing
Summary Report**

January 2020



Arizona Department of Transportation
206 S. 17th Ave.
Phoenix, AZ 85007

Prepared by WSP

ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C (220) T

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- b. The Americans with Disabilities Act of 1990 – Prohibits discrimination against individuals with disabilities in all areas of public life including jobs, schools, transportation and all public and private places that are open to the general public.
- c. Executive Order 12898 on Environmental Justice in minority and low-income populations – Is the “fair treatment and meaningful involvement of all people, particularly minority, low-income and indigenous populations, in the environmental decision-making process.”
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III. THE ADOT PUBLIC INVOLVEMENT PLAN

The ADOT Public Involvement Plan was reviewed and approved by the Federal Highway Administration on Feb. 10, 2017. It is a living document that provides guidelines, techniques and examples that ADOT uses to interact with the public throughout transportation planning and during construction, operation and maintenance of the state highway system and in compliance with the aforementioned federal nondiscrimination mandates. The plan reflects ADOT’s Public Involvement Philosophy of including a diversity of voices and viewpoints from across the state to provide valuable insight to help inform the decision-making process. View the ADOT Public Involvement Plan online at <https://www.azdot.gov/planning/transportation-planning/public-involvement-plan>.

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Introduction

This Interstate 10 Broadway Curve Draft Environmental Assessment (EA) Public Hearing Summary Report documents the outreach efforts undertaken by ADOT to present the findings of the Draft Environmental Assessment for public review and comment.

Study Overview

The Arizona Department of Transportation (ADOT) is considering improvements to the I-10 Broadway Curve area between I-17 (Split) and Loop 202 (Santan Freeway) in Maricopa County, Arizona. In compliance with 23 CFR §771.101 through § 771.131, the study team conducted an Environmental Assessment of the proposed improvements. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019, and executed by FHWA and ADOT.

Proposed improvements would include:

- Widening to the outside and restriping I-10 within the study limits
- Widening the existing Salt River Bridge to accommodate seven general purpose lanes (GPL) and two high occupancy vehicle (HOV) lanes between 24th Street and 32nd Street
- Flaring the west end of the Salt River bridge to accommodate proposed future reconstruction of the I-10/I-17 system interchange
- Reconstructing the State Route 143, Broadway Road, and 48th Street interchanges and connecting them to new Collector-Distributor (C-D) roads
- Constructing a direct HOV connection between SR 143 and I-10 to and from the east
- Modifying the 40th Street traffic interchange (TI) by eliminating the westbound off ramp and the existing eastbound loop on-ramp, realigning the 40th Street eastbound off-ramp, and relocating the westbound off ramp to the westbound C-D road
- Widening the westbound I-10 to eastbound US 60 ramp
- Relocating the existing westbound US 60 to westbound I-10 ramp top to accommodate the westbound C-D road and constructing a new ramp providing access to the westbound C-D road from westbound US 60
- Constructing new pedestrian bridges across I-10 at Alameda Drive and Western Canal
- Widening Guadalupe Road bridge to accommodate a trail
- Installing Dynamic Message Signs along the freeway within the construction limits



Figure 1 - Study Area Map

Draft EA Availability

Copies of the Draft EA were made available to the public on the [Study Website](#) and at eight repository locations throughout the study area (see Figure 3 and Table 1). The document was published on Friday, October 4, 2019. It was made available to the public for review and comment through Monday, November 18, 2019. The public had several options to provide comments on the document including attending a Public Hearing, calling the study hotline, emailing the study team or providing online comments via a link on the study website.

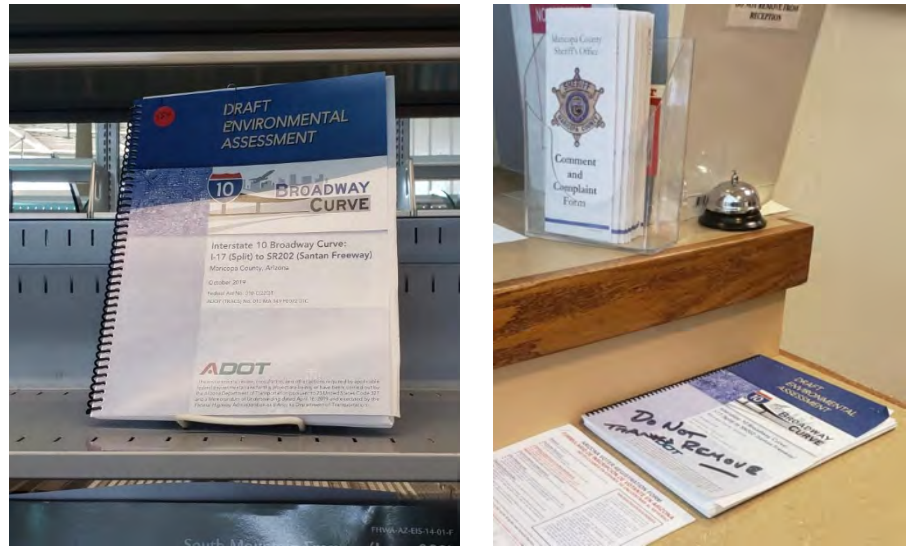


Figure 2. Draft EA on display at Burton Barr Central Library (left) and Guadalupe Town Hall (right)

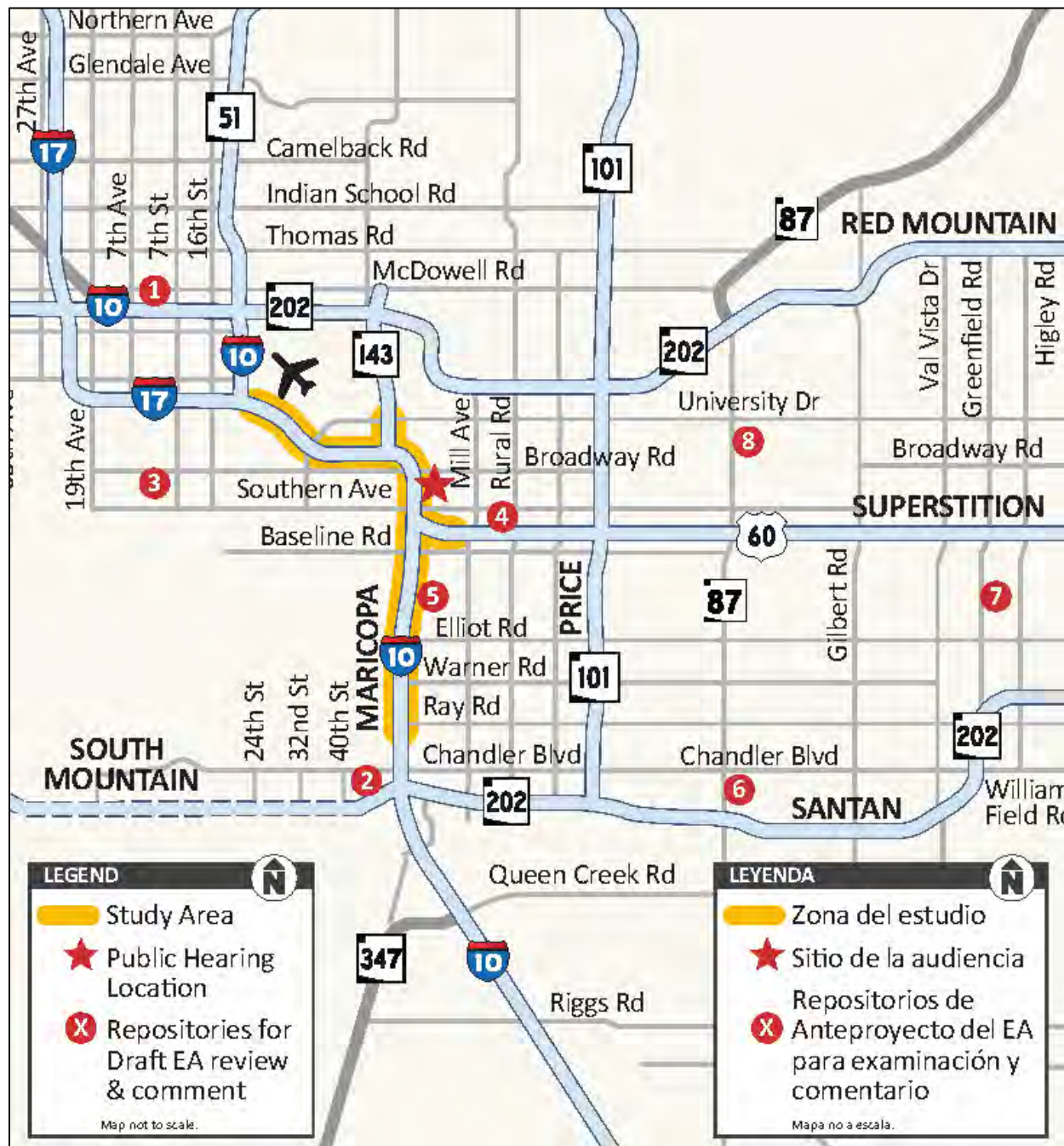


Table 1. Draft EA Repository Locations

| Map # | Location | Address | City | ZIP |
|-------|---------------------------------|---------------------------|-----------|-------|
| 1 | Burton Barr Central Library | 1221 N. Central Ave. | Phoenix | 85004 |
| 2 | Ironwood Library | 4333 E. Chandler Blvd. | Phoenix | 85048 |
| 3 | South Mountain Community Center | 212 East Alta Vista Rd. | Phoenix | 85042 |
| 4 | Tempe Public Library | 3500 S. Rural Rd. | Tempe | 85282 |
| 5 | Guadalupe Town Hall | 9241 S. Avenida del Yaqui | Guadalupe | 85283 |
| 6 | Chandler Public Library | 22 S. Delaware St. | Chandler | 85225 |
| 7 | Southeast Regional Library | 775 N. Greenfield Rd. | Gilbert | 85234 |
| 8 | Mesa Public Library | 64 E 1st St. | Mesa | 85201 |

Public Hearing Date, Time, Location and Overview

The purpose of the Public Hearing was to inform the public about the findings of the Draft EA and obtain input on issues, concerns, and opportunities.

The meeting was held on Thursday, October 24, 2019. It began at 5 p.m. Formal presentations were provided at 6 p.m. and 7 p.m. The meeting concluded at 8 p.m. The meeting was held on this date to accommodate the public comment period which began with the official publication of the Draft Environmental Assessment on October 4, 2019, and remained open until November 18, 2019. This schedule provided the public more than 30 business days to comment.

ADOT hosted the hearing at the DoubleTree Phoenix Tempe Conference Center. The meeting location was selected based on:

- Proximity to study area
- Accessibility and availability of free parking
- Proximity to public transit
- Visibility
- Ability to accommodate anticipated capacity
- Ability to accommodate technical and audio/visual needs
- Compliance with the Americans with Disabilities Act (ADA)

The meeting comprised three main areas: an Open House featuring printed display boards, an interactive smart board, aerial maps and video visualizations; a formal presentation area with seating for 100 to allow for formal presentations provided by key study team members; and multiple areas providing the public opportunities to share comments and feedback including speaking to a Hearing Panel, privately to a court reporter, using written comment forms or using an online comment survey.

More than 100 individuals attended the Public Hearing. General sentiment among attendees was of interest in and support for making improvements to I-10 in the Broadway Curve area.

Agency and Elected Official Notification

ADOT sent letters to elected officials and representatives for stakeholder and jurisdictional agencies prior to the publication of the Draft EA on October 4, 2019. (See [Appendix A](#) for a copy of the letter).

These letters informed the stakeholders of the Draft EA process and the opportunity to provide public and agency comment during the public comment period.

These letters were sent to the following agencies and elected officials:

- City of Tempe
- City of Chandler
- City of Phoenix
- Town of Guadalupe
- Maricopa County
- State Representative Reginald Bolding
- State Representative Diego Rodriguez
- State Senator Rebecca Rios
- State Representative Athena Salman
- State Representative Isela Blanc
- State Senator Juan Mendez
- State Representative Mitzi Epstein
- State Representative Jennifer Jermaine
- State Senator Sean Bowie

Public Hearing Notifications

The ADOT Public Involvement Team adopted an integrated outreach strategy to communicate information to the public about the availability of the Draft EA for public review as well as to encourage members of the public to attend the Public Hearing. The team created outreach through paid advertising, earned media, shared information by key stakeholders and influencers and ADOT's communications channels including the study website, email distribution and social media. This integrated outreach model increased the reach of the study team's communications and allowed for more members of the public to receive information through multiple channels.

Paid Media

Paid media included mailers, advertisements and sponsorships. Publication dates and outlets are identified in Table 2. Copies of all advertisements are available in [Appendix B](#).

- **Mailers:** Using the United States Postal Service's Every Door Direct Mail Service, ADOT distributed bilingual (English and Spanish) mailers which advertised the Public Hearing and Draft EA Repository locations to more than 65,000 residences and businesses within a 1-mile radius of the study limits. Copies of the mailer were also hand-delivered to homes and businesses in the Town of Guadalupe and the Rancho Tempe Mobile Home Park in Tempe, which is not served by the USPS.



Figure 4. Advertisement in the Arizona Republic

- **Newspaper Advertisements** – ADOT strategically purchased print advertisement placements in the *Arizona Republic*, *La Voz* (Spanish Language) and *East Valley Tribune*, which have a reading audience within and around the study area. These advertisements announced the availability of the Draft EA for public review and invited the public to attend the Public Hearing. These advertisements also provided information on how to review the Draft EA and provide comments if readers were unable to attend the Public Hearing.
- **Digital advertisements** – ADOT purchased online advertisements on *AZCentral.com*, the *Arizona Republic's* website. These advertisements encouraged attendance at the Public Hearing and provided a direct link to the study website. These advertisements were geotargeted to reach more than 100,000 online viewers within the study area and surrounding communities.
- **Radio advertisements** - ADOT sponsored nine “Detour Dan” traffic reports on KTAR News Radio during the peak morning travel hours in the days leading up to the Public Hearing to encourage attendance at the event.

Table 2. Paid Advertisements Distribution and Publication Dates

| Notice Type | Distribution Channel | Notice Title | Publication Dates |
|----------------------------|-----------------------------|---|---------------------------|
| Mailer | USPS Every Door Direct Mail | Interstate 10: Broadway Curve Study: Interstate 17 (Split) to Loop 202 (Santan Freeway) Draft Environmental Assessment | October 7 – 11, 2019 |
| Newspaper Advertisement | <i>Arizona Republic</i> | Attend the Public Hearing Interstate 10: Broadway Curve Study: Interstate 17 (Split) to Loop 202 (Santan Freeway) Draft Environmental Assessment (EA) | October 4 & 11, 2019 |
| Newspaper Advertisement | <i>La Voz</i> | Asista a la Audencia Pública Interestatal 10: Curva Broadway Interestatal 17 (bifurcación) a Loop 202 (Autopista Santan) Borrador del Evaluación Ambiental (EA) | October 11, 2019 |
| Newspaper Advertisement | <i>East Valley Tribune</i> | Attend the Public Hearing Interstate 10 Broadway Curve: Interstate 17 (Split) to Loop 202 (Santan Freeway) Draft Environmental Assessment | October 9, 2019 |
| Online News Advertisements | AZCentral | I-10 Broadway Curve: I-17 (Split) to Loop 202 (Santan Freeway) Draft Environmental Assessment Public Hearing | October 4 – 24, 2019 |
| Radio Advertisement | KTAR | Detour Dan Sponsorship | October 21, 22 & 24, 2019 |

Earned Media

ADOT's Communications Team issued two press releases during the Draft EA public comment period (See [Appendix C](#)). The first was released on October 4 to announce the availability of the Draft EA for public review and comments. The second release was sent on October 21 to share information about the Public Hearing. These releases resulted in several media stories, as outlined in Table 3.

Table 3. Earned Media

| News Outlet | Date | Story Title |
|---------------------|-------------------|---|
| Pinal Central | October 7, 2019 | State plans improvements to I-10 'Broadway Curve' |
| KJZZ | October 7, 2019 | ADOT Wants Public Input on I-10 Broadway Curve Plans |
| KSAZ Fox 10 | October 24, 2019 | ADOT holding public meeting in Tempe on its future plans for the Broadway Curve |
| KPHO CBS 5 | October 24, 2019 | I-10 Broadway Curve Meeting |
| KJZZ | October 25, 2019 | ADOT Holds Public Hearing on Broadway Curve Expansion |
| East Valley Tribune | October 29, 2019 | ADOT inches closer to mega I-10 overhaul |
| Arizona Republic | November 22, 2019 | Here's how Broadway Curve improvements could ease commutes on I-10 |

Shared Media

ADOT collaborated with jurisdictional and community partners to share information about Draft EA and the Public Hearing with additional audiences and distribution lists. Several community organizations also shared ADOT's information on social media. These shared media channels are documented in [Appendix D](#).

- **Email blasts** – Tempe in Motion, an email distribution list created and maintained by the City of Tempe's Transportation Department, shared the ADOT email blast to its followers.
- **Community Marquee** – The Town of Guadalupe shared the date and location information about the Public Hearing on its digital marquee outside of the Town Hall building. See Figure 5.
- **Shared Social Media Posts** – Several partners including the City of Tempe, Town of Guadalupe and the Maricopa Association of Governments (MAG) shared social media posts to promote the Public Hearing. Additionally, community organizations including the Tempe Bicycle Action



Figure 5 – Town of Guadalupe Marquee shares Public Hearing information

Group and the Meyer Park Neighborhood Association also posted information to encourage attendance at the Public Hearing.

ADOT Communication Mediums and Other Outreach

ADOT used its digital platforms including its social media, the study website and email distribution lists, as well as traditional outreach including face-to-face meetings and community presentations to publicize the Draft EA and Public Hearing. Publication dates and platforms are identified in Table 4. Figure 3 depicts an example of a social media post. Copies of all materials are available in [Appendix E](#).

- **Social Media:** The ADOT Communications Team posted several social media invitations for the Public Hearing as well as information about the availability of the Draft EA for public review. Comments to ADOT received on social media were not recorded or addressed because social media was not advertised as an official comment method. See Figure 6 for social media invitation.
- **Email Distribution:** ADOT sent an email notification to members of the study email database via ADOT's Gov Delivery system.
- **Agency Outreach:** ADOT provided information and updates on the availability of the Draft EA for public review as well as the date and location of the Public hearing to municipal partners including Maricopa County, Tempe, Phoenix, Chandler, and Guadalupe via phone, in-person meetings and email.
- **Study Website:** Public Hearing information as well as digital copies of the Draft EA and information about Draft EA availability at Repository locations was posted on the study website at: azdot.gov/I10BroadwayCurve.
- **Community Presentations:** Study team members shared information about the Public Hearing at several community presentations leading up to the Public Hearing date. These presentations included the I-10 Broadway Curve Business Forum, the Town of Guadalupe Town Council Meeting and the East Valley Partnership Transportation Committee Meeting.



Figure 6 - Facebook post announcing the Public Hearing

Table 4. ADOT communications mediums and dates of publication

| Notice Type | Distribution Channel | Notice Title | Publication Dates |
|-------------------------|--|--|--|
| Email Notification | Gov Delivery | Interstate 10 Broadway Curve Draft Environmental Assessment now available for review and comment | October 4, 2019 |
| Email Notification | Gov Delivery | Reminder: ADOT hosting Interstate 10 Broadway Curve public hearing tonight – Thursday, Oct. 24 | October 24, 2019 |
| Social Media Posts | Facebook | I-10 Broadway Curve Draft EA and Public Hearing information | October 5, 6, 7, 8, 9, 21, 22, 23 and 24, November 13 and 15, 2019 |
| Social Media Posts | Twitter | I-10 Broadway Curve Draft EA and Public Hearing information | October 5, 21, 22, 23 and 24, November 13, 16 & 17, 2019 |
| Community Presentations | I-10 Broadway Curve Business Forum | I-10 Broadway Curve Business Forum Presentation | August 28, 2019 |
| Community Presentations | Town of Guadalupe Town Council | I-10 Broadway Curve Study Update Presentation | August 8, 2019 |
| Community Presentations | East Valley Partnership Transportation Committee | ADOT Project Update Presentation | October 22, 2019 |

Limited English Proficiency (LEP) Community Outreach

Prior to the Draft EA Comment Period and Public Hearing, the study team conducted a LEP Four-Factor Analysis to identify LEP communities and persons within the study area. This analysis identified several communities that met the “Safe Harbor Threshold” including those speaking Spanish, Chinese, Korean and Vietnamese.

Advertisements and mailers included ADOT’s required Non-Discrimination Language in both English and Spanish. Verbiage also prompted individuals speaking Korean, Chinese or Vietnamese to request assistance and translated materials by contacting the study team.

Banner advertisements on *AZCentral.com* did not include the non-discrimination language due to space and text requirements, however, these advertisements linked directly to the ADOT website, which includes this information.

Further outreach to the identified LEP and Title VI communities included:

- Side-by-side Spanish translation of Public Hearing invitation, repository information and opportunities for comment was included on the mailer (see [Appendix B](#)), which was sent to more than 65,000 homes and businesses within a 1-mile radius of the study area.
- Door-to-door distribution of bilingual mailers throughout Guadalupe's business district and at community gathering areas during the week of October 14, 2019.
- Hand delivery of bilingual mailers to mobile home park neighborhoods located in identified Title VI areas during the week of October 14, 2019.
- Meeting information posted on Town of Guadalupe's digital marquee (see [Figure 5](#))
- Spanish-language advertisement in *La Voz* newspaper on October 11, 2019 (see [Appendix B](#))
- Email notification to the entire study database including LEP community members via schools, churches, businesses and association.
- In-person meetings with Vietnamese businesses owners in the Chandler area.

Public Hearing Elements

Hearing Setup

The Public Hearing was held at the DoubleTree Phoenix Tempe Conference Center. The location included a lobby/reception area for sign-in and speaker registration (Area 1) and three adjacent rooms which were used for an Open House display (Area 2), Study Presentation (Area 3) and Public Comment (Area 4) respectively. See Figure 7.

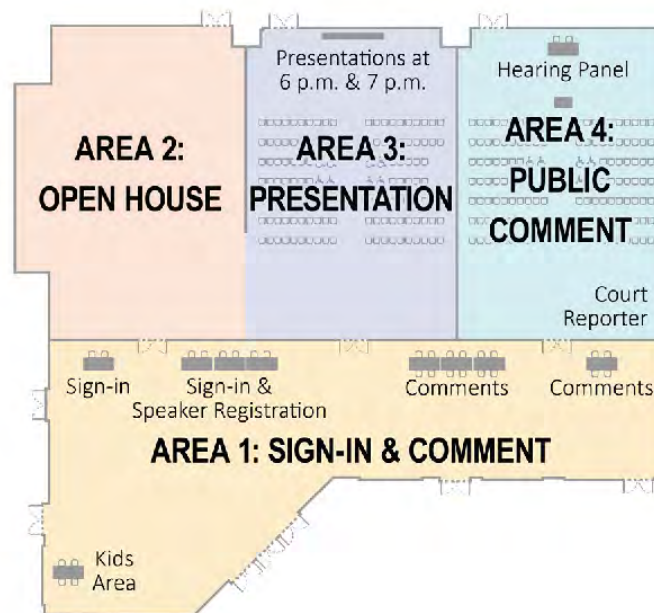


Figure 7. Public Hearing Layout

Welcome / Sign-In Station (Area 1)

The Welcome / Sign-In Station provided opportunities for attendees to:

- Sign in
- Receive information about the hearing layout and the study
- Register to speak before the Panel
- Provide written or electronic comments to the study team

A sign identifying information about Title VI of the Civil Rights Act alerted attendees to the bilingual Title VI brochures and self-identification cards which were provided. Another sign alerted Spanish-speaking attendees that interpretation was available. Two Spanish-language interpreters were on-site for the duration of the hearing, however, no requests for their assistance were made.

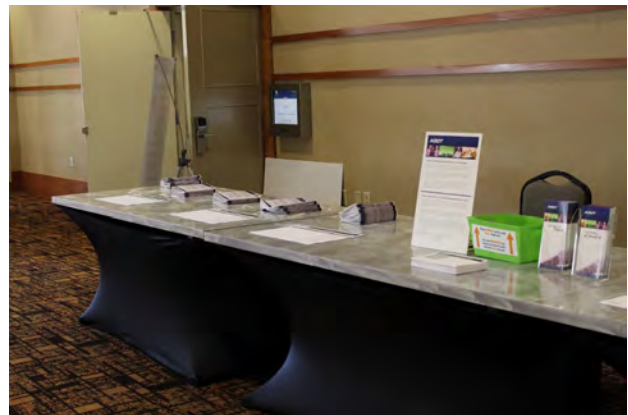


Figure 7. Sign-in and registration table

Upon signing in, attendees were provided with an I-10 Broadway Curve Public Hearing Participant Guide and were informed about the layout of the hearing and the opportunities to register to speak and provide comment. See [Appendix F](#) for copies of the Participant Guide. The Participant Guide was made available to attendees in both English and Spanish.

More than 100 individuals attended and signed in at the I-10 Broadway Curve Public Hearing (See [Appendix G](#) for Sign-In Sheet).



Figure 8. Study team members discuss the Draft EA with attendees

Open House (Area 2)

In the Open House area, attendees were able to speak with study team members while learning about the study and the findings of the Draft EA through multiple visual aids. These included display boards, project maps and a visualization video, which was played in a loop in both [English](#) and [Spanish](#). Additionally, study team members utilized interactive SmartBoard mapping technology to show participants the many environmental factors studied in the Draft EA and the findings of the study. These included location of potential noise walls and potential right-of-way acquisition. See [Appendix H](#) for copies of the materials presented in the open house.

Presentation (Area 3)

Participants had the opportunity to attend a presentation, offered at two different times, to learn more about the study and the Draft EA from the study team. The same presentation was given at 6 p.m. and 7 p.m. These presentation times were advertised on all hearing notifications (mailers, advertisements, emails). Study team members Amy Ritz (Project Management), Katie Rodriguez (Environmental Planning) and Gaby Kemp (Public Involvement) shared overall study information and highlights from the Draft EA. Attendees were encouraged to ask questions of the study team members in the Open House (Area 2). See [Appendix I](#) for a copy of the presentation shared.



Figure 9. Presentations were given at 6 p.m. and 7 p.m.

Public Comment (Areas 1 & 3)

Hearing attendees had several opportunities to provide comment. These included:

- Speaking before a formal Hearing Panel, which consisted of three Study Team members (Area 3)
- Speaking privately to an on-site Court Reporter (Area 3)
- Submitting written comments using a comment form provided in the Participant Guide (Area 1)
- Submitting online comments using computers provided inside the hearing venue (Area 1)



Figure 10. Hearing Panel listens to public comments

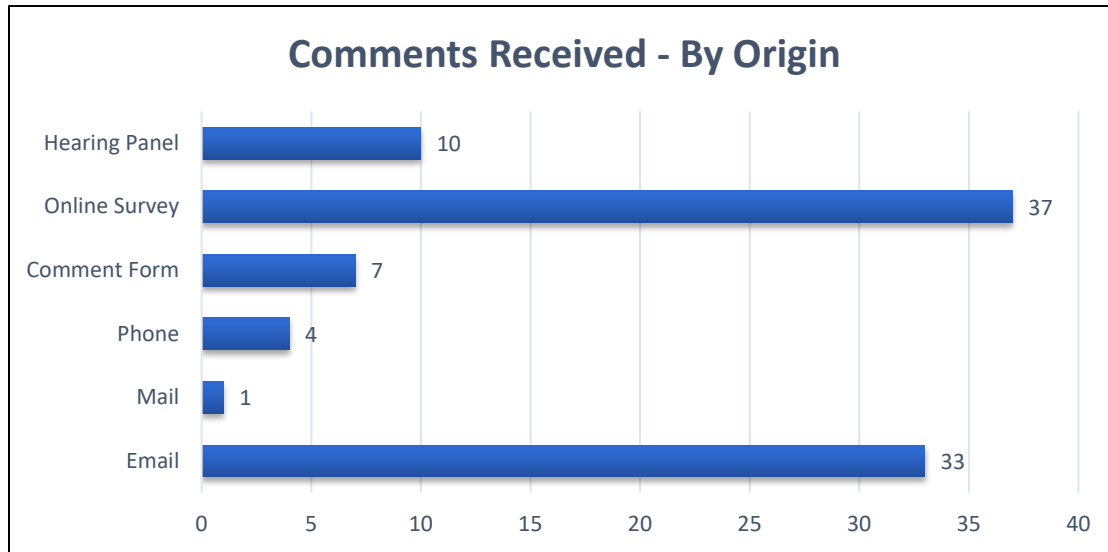
Study Website

At the conclusion of the Public Hearing, all materials presented including Participant Guide, Display Boards, Maps, Visualizations and Presentation were shared on the study website at azdot.gov/I10BroadwayCurve to give individuals who were unable to attend the hearing an opportunity to review and provide comments using the online comment form.

Public Feedback

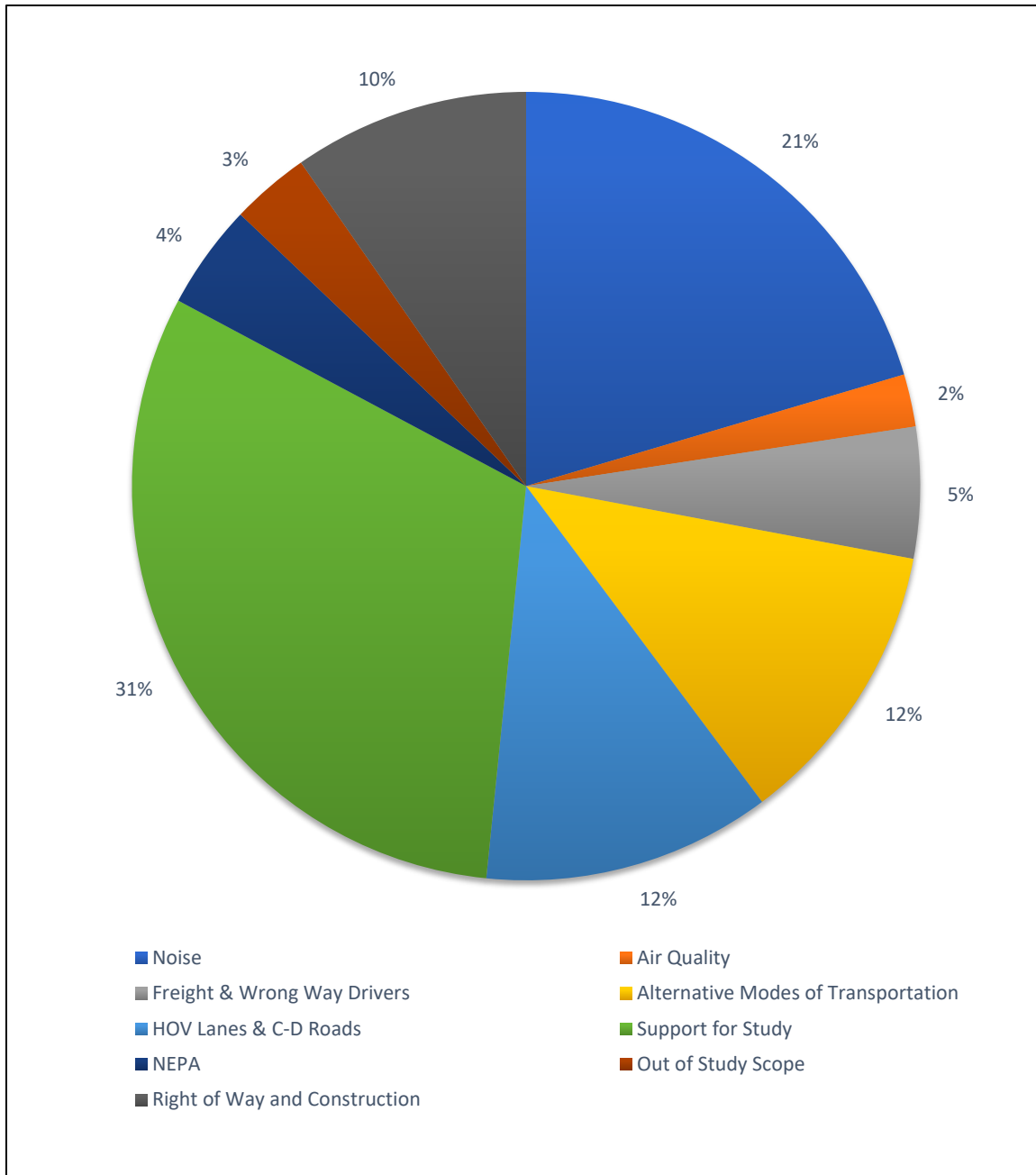
At the close of the comment period, 92 comments were submitted and documented (See Figure 11) using the comment methods previously outlined. As stated in all advertisements and posted prominently on display boards at the Public Hearing, the study team considers all comments with equal weight. Responses to all comments are included in Appendices [J](#), [K](#), [L](#) and [M](#) and as part of the Final EA document.

Figure 11. Summary of public comments received by comment method



Overall, the public comments received showed support for the preferred alternative and a need to address growing traffic congestion concerns in the study area (See Figure 12). The public also expressed concerns about the impacts of noise and light as well as interest in the proposed HOV lane and C-D road configurations.

Figure 12. All public comments by category



Because the audience reached by each comment method was different, the comments received using each submission method had slightly different priorities. Table 5 shares the top three priorities by submission method.

Table 5. Top comment topics by submission method

| Email, Letter and Phone Comments | | | Online Survey Comments | | |
|----------------------------------|-----------------------------|-----|---|-------------------------------------|-----|
| 1 | Noise | 41% | 1 | Support for Study | 32% |
| 2 | Support for Study | 23% | 2 | Alternative Modes of Transportation | 20% |
| 3 | HOV Lanes & C-D Roads | 9% | 2 | HOV Lanes & C-D Roads | 20% |
| 3 | Right-of-Way & Construction | 9% | 3 | Right-of-Way & Construction | 12% |
| Public Hearing Comment Forms | | | Hearing Panel / Court Reporter Comments | | |
| 1 | Noise | 40% | 1 | Support for Study | 54% |
| 2 | Support for Study | 20% | 2 | Noise | 15% |
| 2 | Air Quality | 20% | 2 | NEPA | 15% |
| 2 | NEPA | 20% | 3 | Alternative Modes of Transportation | |
| | | | 3 | Right-of-Way & Construction | 8% |

A sample of the most common comments provided to the Study Team is listed below:

- 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.
- I'd like to comment about noise levels in the project area than can and should be remedied by this project, please.
- 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.
- 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. 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.
- 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.
- 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.
- 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.

The full text of all of the comments provided is available in Appendices [J](#), [K](#), [L](#) & [M](#)

Agency Feedback

Three agencies provided feedback to ADOT on the Draft EA and the Study's Proposed Alternative.

1. The **Maricopa Association of Governments** (MAG) voiced overall support for the Study and its goals, but stressed the importance of involving and informing the public if the project is built.
2. The **United States Army Corp of Engineers** (USACE) provided feedback and guidance for project design plans and necessary Section 404 and 401 permit considerations.

3. The **Arizona Department of Environmental Quality** (ADEQ) provided a statement of no comment on the Draft EA.

See [Appendix N](#) for full text of the Agency Comments.

Appendices



Communications

An Arizona Management System Agency

Douglas A. Ducey, Governor
John S. Halikowski, Director
Kevin Biesty, Deputy Director for Policy
Timothy Tait, Communications Director

October 1, 2019

Subject: Interstate 10 Broadway Curve Study: I-17 (Split) to Loop 202 (Santan Freeway)

Dear Sir/Madam:

The Arizona Department of Transportation (ADOT) has scheduled a public hearing on Thursday, October 24, 2019, to provide information and opportunities for public comment on the I-10 Broadway Curve Draft Environmental Assessment. The meeting will occur at the DoubleTree Phoenix Tempe, at 2100 S. Priest Drive, Tempe, AZ 85282 from 5 to 8 p.m. The purposes of the public hearing are for the study team to provide information and answer questions, and for the public to provide comments in writing, to a court reporter or by making a three-minute verbal statement before a formal panel. Attached is the advertisement that is being placed in local newspapers to inform the community of the hearing. We are also utilizing several other notification methods including online ads, postcards and social media. We encourage the public and stakeholders to attend, ask questions and provide input on the preferred alternative for potential improvements.

All comments must be received by November 18, 2019, to be included in the official study record.

ADOT is formally requesting that you inform the appropriate members of your agency about the public meeting on October 24 and share the information with your agency members prior to it.

If you have any study questions, please feel free to contact the ADOT Project Manager, Amy Ritz, at ARitz@azdot.gov. You may also refer to the study website for updated information before and after the public hearing at: azdot.gov/I10BroadwayCurve

Sincerely,

Gaby Kemp
Community Relations Project Manager | Major Projects Team

CC: Amy Ritz, ADOT Project Manager

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, or disability. Persons who require a reasonable accommodation based on language or disability should contact Gabriella Kemp, 480.215.7178 or Gkemp@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con El Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, o discapacidad. Personas que requieren asistencia (dentro de lo

razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con Gabriella Kemp al 480.215.7178 o gakemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

如需中文翻译，请发邮件至 BroadwayCurve@azdot.gov.

한국어 통역을 위해 이메일을 보내주세요 BroadwayCurve@azdot.gov.

Để được giải thích bằng tiếng Việt, xin vui lòng gửi email BroadwayCurve@azdot.gov.

Enclosures (2)



YOU'RE INVITED!

The Arizona Department of Transportation is asking for your input on potential improvements to I-10 and the Draft Environmental Assessment (EA).



Interstate 10: Broadway Curve Draft Environmental Assessment

INTERSTATE 17 (SPLIT) TO LOOP 202 (SANTAN FREEWAY)

Interestatal 10: Curva Broadway Borrador del Evaluación Ambiental

INTERESTATAL 17 (BIFURCACIÓN) A LOOP 202 (AUTOPISTA SANTAN)

¡SE LE INVITA!

El Departamento de Transporte de Arizona busca sus comentarios sobre las posibles mejoras a la I-10 y el Borrador del Evaluación Ambiental.

ADOT Project No. 010 MA 149 F0072 01D | Federal Aid No. 010-C(220)T
Proyecto ADOT N°. 010 MA 149 F0072 01D | Asistencia Federal N°. 010-C(220)T

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I-10 Broadway Curve Study
c/o ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

Phoenix, AZ 85007

celebrado por FHWA y ADOT.
Entrenamiento fechado el 16 de abril, 2019,
De acuerdo con el título VI de la ley de
Derechos Civiles de 1964 y la Ley de
Estados Unidos sobre Discapacidades (ADA)
por sus siglas en inglés), el Departamento
de Transporte de Arizona (ADOT) por sus
siglas en inglés) no discrimina por raza, color,
nacionalidad, edad, género o discapacidad.
Personas que requieren asistencia (dentro
de la razonable) ya sea por idioma o por
discapacidad deben ponerse en contacto
Gabby Kemp a 480.215.7178 o Gkemp@adot.
gov. Las solicitudes deben hacerse lo más
pronto posible para asegurar que el estado
tenga la oportunidad de hacer los arreglos
necesarios.

如需中文翻譯，請发邮件至
RoadwayCurve@aazdot.gov
또는 전화로 연락하십시오.
RoadwayCurve@aazdot.gov

De acuerdo al título III de la ley de
Gobierno Federal de EE.UU. (que prohíbe
la discriminación por raza, sexo, origen
étnico, religión, discapacidad física o
mental, edad o nacionalidad), el Estado
de Arizona no puede discriminar a nadie
basándose en esas características.
Las personas que necesitan asistencia
para comunicarse con nosotros en español
o en otro idioma pueden llamarnos al
teléfono 480-215-7178 o escribirnos al
correo electrónico Gkemp@adot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADO T pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019, and executed by FHWA and ADO T.

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADO T does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Gaby Kemp at (480) 215.1718 or Gaby@adot.gov. Requesters should be made as early as possible to ensure the State has an opportunity to address the accommodation.

The examination medication, consultation, La examinación medicamento, consulta, demás gestiones requeridas por las leyes federales de protección del medioambiente aplicables a este proyecto con o han sido ejecutadas por ADO T de conformidad de con 23 U.S.C. 327 y un Memorando de




REVIEW THE DRAFT ENVIRONMENTAL ASSESSMENT EXAMINE EL BORRADOR DEL EVALUACIÓN AMBIENTAL


The Draft EA is available for public review and comment beginning Oct. 4 through Nov. 18, 2019. The Draft EA is available for review online and at:

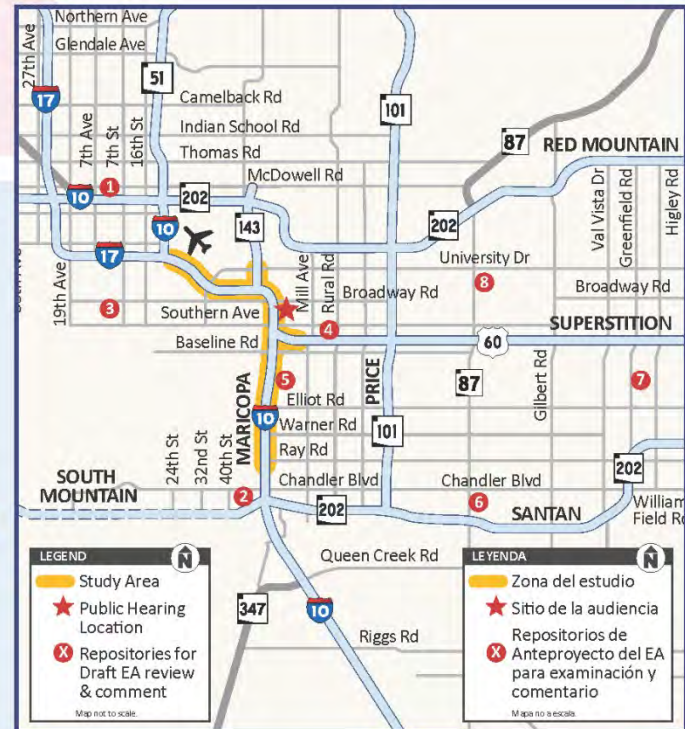
El Borrador del EA está disponible para examinación por el público y comentarios a partir del 4 de oct. hasta el 18 de nov. 2019. Se puede examinar el anteproyecto de EA en línea y:

- | | | |
|---|--|--|
| 1. Burton Barr Central Library 1221 N. Central Ave. Phoenix 85004 | 4. Tempe Public Library 3500 S. Rural Rd. Tempe 85282 | 7. Southeast Regional Library 775 N. Greenfield Rd. Gilbert 85234 |
| 2. Ironwood Library 4333 E. Chandler Blvd. Phoenix 85048 | 5. Guadalupe Town Hall 9241 S. Avenida del Yaqui Guadalupe 85283 | 8. Mesa Main Public Library 64 E. First St. Mesa 85201 |
| 3. South Mountain Community Center 212 E. Alta Vista Rd. Phoenix 85042 | 6. Chandler Public Library Downtown 22 S. Delaware St. Chandler 85225 | |

SUBMIT YOUR COMMENTS | PRESENTE SUS COMENTARIOS

 azdot.gov/I10BroadwayCurve
 BroadwayCurve@azdot.gov
 602.501.5505

 I-10 Broadway Curve Study
c/o ADOT Communications
1655 W. Jackson St.
MD 126F
Phoenix, AZ 85007



ATTEND THE PUBLIC HEARING

A public hearing on the Draft EA and related technical reports has been scheduled.

Thursday October 24, 2019
5 to 8 p.m.
Presentations at 6 and 7 p.m.

DoubleTree Phoenix Tempe
2100 S. Priest Drive, Tempe 85282

The purposes of the public hearing are for the study team to provide information and answer questions, and for the public to provide comments in writing, to a court reporter or by making a three-minute verbal statement to a panel.

If you are unable to attend the hearing, you may also submit comments online or using email, phone or mail. All comments received by November 18 will be documented in the Final EA. All comment methods are considered equal. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019, and executed by FHWA and ADOT.

ASISTA A LA AUDIENCIA PÚBLICA

Se celebrará una audiencia pública sobre el Anteproyecto del EA e informes técnicos relacionados.

Jueves, 24 de octubre, 2019
5:00 a 8:00 p.m.
Presentaciones a las 6 y 7 p.m.

DoubleTree Phoenix Tempe
2100 S. Priest Drive, Tempe 85282

La audiencia pública tiene como propósito que el equipo del estudio del rinda informes y responda a preguntas, y que el público aporte sus comentarios por escrito, a un taquígrafo judicial o mediante declaración oral de hasta tres minutos ante un panel.

Si no puede asistir a la audiencia pública, puede ofrecer sus comentarios en línea, por teléfono, o por correo electrónico o postal. Todo comentario que se reciba a no más tardar de 18 de noviembre quedará documentado en el EA Final. Toda manera de comentar se trata igual. La examinación ambiental, consulta, y demás gestiones requeridas por las leyes federales de protección del medioambiente aplicables a este proyecto son ejecutadas por ADOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 16 de abril, 2019, celebrado por FHWA y ADOT.



ATTEND THE PUBLIC HEARING Interstate 10 Broadway Curve: Interstate 17 (Split) to Loop 202 (Santan Freeway) Draft Environmental Assessment

The Arizona Department of Transportation is asking for your input on potential improvements to I-10 and the Draft Environmental Assessment (EA).

YOUR INPUT IS WANTED!

A public hearing on the Draft EA and related technical reports has been scheduled.

Thursday October 24, 2019
5 to 8 p.m.

Presentations at 6 and 7 p.m.

DoubleTree Phoenix Tempe
2100 S. Priest Drive, Tempe 85282

The purposes of the public hearing are for the study team to provide information and answer questions, and for the public to provide comments in writing, to a court reporter or by making a three-minute verbal statement to a panel.

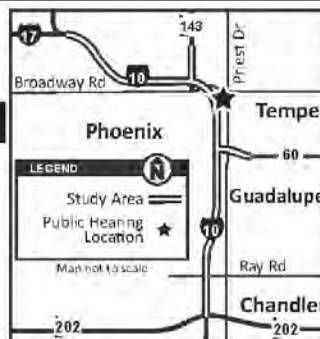
REVIEW THE DRAFT EA

The Draft EA is available for public review and comment beginning Oct. 4, and continuing to Nov. 18, 2019. The Draft EA is available for review at:

azdot.gov/I10BroadwayCurve

Printed copies are available at these locations:

| | |
|---|--|
| Burton Barr Central Library 1221 N. Central Ave. Phoenix, 85004 | Guadalupe Town Hall 9241 S. Avenida del Yaqui Guadalupe, 85283 |
| Ironwood Library 4333 E. Chandler Blvd. Phoenix, 85048 | Chandler Public Library 22 S. Delaware St. Chandler, 85225 |
| South Mountain Community Center 212 E. Alta Vista Rd. Phoenix, 85042 | Southeast Regional Library 775 N. Greenfield Rd. Gilbert, 85234 |
| Tempe Public Library 3500 S. Rural Rd. Tempe, 85282 | Mesa Public Library 64 East First St. Mesa, 85201 |



SUBMIT YOUR COMMENTS

If you are unable to attend the public hearing, you can submit comments online or using email, phone or mail.

azdot.gov/I10BroadwayCurve

BroadwayCurve@azdot.gov

602.501.5505

I-10 Broadway Curve Study
c/o ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

All comments received by
Nov. 18 will be documented in
the Final EA.

All comment methods are equal.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019, and executed by FHWA and ADOT.

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Gaby Kemp at 480.215.7178 or GKemp@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Gaby Kemp a 480.215.7178 o GKemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios. 如需中文翻译, 请发邮件至 BroadwayCurve@azdot.gov 한국어 통역을 위해 이메일을 보내주세요 BroadwayCurve@azdot.gov Để được giải thích bằng tiếng Việt, xin vui lòng gửi email BroadwayCurve@azdot.gov

ADOT

ADOT Project No. 010 MA 149 I0072 01D
Federal Aid No. 010-C(220)T



ASISTA A LA AUDIENCIA PÚBLICA

Interestatal 10: Curva Broadway

Interestatal 17 (bifurcación) a Loop 202 (Autopista Santan) Borrador del Evaluación Ambiental (EA)

El Departamento de Transporte de Arizona busca sus comentarios sobre las posibles mejoras a la I-10 y el Borrador del Evaluación Ambiental (EA).

¡SE BUSCA SU OPINIÓN!

Se celebrará una audiencia pública sobre el Borrador del EA e informes técnicos relacionados.

Jueves, 24 de octubre, 2019
de 5 a 8 p.m.
Presentaciones a las 6 p.m. y las 7 p.m.

DoubleTree Phoenix Tempe
2100 S. Priest Drive, Tempe 85282

La audiencia pública tiene como propósito que el equipo del estudio rinda informes y responda a preguntas, y que el público aporte sus comentarios por escrito, a un taquígrafo judicial o mediante declaración oral de hasta tres minutos ante un panel.

EXAMINE EL ANTEPROYECTO

El Borrador del EA está disponible para examinación por el público y comentarios a partir del 4 de oct. hasta el 18 de nov. 2019. Se puede examinar el anteproyecto de EA en:

azdot.gov/I10BroadwayCurve

Se disponen copias impresas en estos sitios:

| | |
|--|--|
| Burton Barr Central Library 1221 N. Central Ave. Phoenix, 85004 Ironwood Library 4333 E. Chandler Blvd. Phoenix, 85048 South Mountain Community Center 212 E. Alta Vista Rd. Phoenix, 85042 Tempe Public Library 3500 S. Rural Rd. Tempe, 85282 | Guadalupe Town Hall 9241 S. Avenida del Yaqui Guadalupe, 85283 Chandler Public Library 22 S. Delaware St. Chandler, 85225 Southeast Regional Library 775 N. Greenfield Rd. Gilbert, 85234 Mesa Public Library 64 East First St. Mesa, 85201 |
|--|--|



PRESENTE SUS COMENTARIOS

Si no puede asistir a la audiencia pública, puede ofrecer sus comentarios en línea, por teléfono, o por correo electrónico o postal.

azdot.gov/I10BroadwayCurve

BroadwayCurve@azdot.gov

602.501.5505

I-10 Broadway Curve Study
c/o ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

Todo comentario que se reciba no más tardar de 18 de noviembre quedará documentado en el EA Final.
Toda manera de comentar se trata igual.

La examinación ambiental, consulta, y demás gestiones requeridas por las leyes federales de protección del medioambiente aplicables a este proyecto son ejecutadas por ADOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 16 de abril, 2019, celebrado por FHWA y ADOT.

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Proyecto ADOT N°. 010 MA 149 F0072 01D

Asistencia Federal N°. 010-C(220)T



ATTEND THE PUBLIC HEARING

Interstate 10 Broadway Curve: Interstate 17 (Split) to Loop 202 (Santan Freeway) Draft Environmental Assessment

The Arizona Department of Transportation is asking for your input on potential improvements to I-10 and the Draft Environmental Assessment (EA).

YOUR INPUT IS WANTED!

A public hearing on the Draft EA and related technical reports has been scheduled.

Thursday October 24, 2019

5 to 8 p.m. | Presentations at 6 and 7 p.m.

DoubleTree Phoenix Tempe

2100 S. Priest Drive, Tempe 85282

The purposes of the public hearing are for the study team to provide information and answer questions, and for the public to provide comments in writing, to a court reporter or by making a three-minute verbal statement to a panel.

REVIEW THE DRAFT EA

The Draft EA is available for public review and comment beginning Oct. 4 through Nov. 18, 2019. The Draft EA is available for review online at:

azdot.gov/I10BroadwayCurve

Printed copies are available at these locations:

- | | | | |
|--|--|--|--|
| 1. Burton Barr Central Library 1221 N. Central Ave. Phoenix 85004 | 3. South Mountain Community Ctr 212 E. Alta Vista Rd. Phoenix 85042 | 5. Guadalupe Town Hall 9241 S. Avenida del Yaqui Guadalupe 85283 | 7. Southeast Regional Library 775 N. Greenfield Rd. Gilbert 85234 |
| 2. Ironwood Library 4333 E. Chandler Blvd. Phoenix 85048 | 4. Tempe Public Library 3500 S. Rural Rd. Tempe 85282 | 6. Chandler Downtown Public Library 22 S. Delaware St. Chandler 85225 | 8. Mesa Main Public Library 64 E. First St. Mesa 85201 |

SUBMIT YOUR COMMENTS

If you are unable to attend the public hearing, you can submit comments online or using email, phone or mail.



azdot.gov/I10BroadwayCurve



BroadwayCurve@azdot.gov



I-10 Broadway Curve Study
c/o ADOT Communications
1655 W. Jackson St. MD 126F
Phoenix, AZ 85007



602.501.5505

All comments received by Nov. 18 will be documented in the Final EA. All comment methods are equal.



Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Gaby Kemp at 480.215.7178 or GKemp@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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ADOT

ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C(220)T



DO YOU DRIVE I-10 AT THE BROADWAY CURVE?
ATTEND THE PUBLIC HEARING

I-10 Broadway Curve: I-17 (Split) to Loop 202 (Santan)
Draft Environmental Assessment Public Hearing

Thursday, October 24, 2019 | 5 to 8 p.m.
DoubleTree Phoenix Tempe
2100 S. Priest Dr., Tempe 85282

LEARN MORE



ADOT azdot.gov/I10BroadwayCurve



DO YOU DRIVE I-10 AT THE BROADWAY CURVE?



YOUR INPUT IS WANTED!

ATTEND THE PUBLIC HEARING
I-10 Broadway Curve: I-17 to Loop 202
Draft Environmental Assessment



Thursday, October 24, 2019 | 5 to 8 p.m.
DoubleTree Phoenix Tempe
2100 S. Priest Dr., Tempe 85282

ADOT

LEARN MORE



DO YOU DRIVE I-10 AT THE BROADWAY CURVE?
ATTEND THE PUBLIC HEARING
I-10 Broadway Curve: I-17 to Loop 202
Draft Environmental Assessment

Thurs., Oct. 24, 2019 | 5 to 8 p.m.
DoubleTree Phoenix Tempe
2100 S. Priest Dr., Tempe 85282

ADOT azdot.gov/I10BroadwayCurve



LEARN MORE

KTAR Radio Advertisements – October 21, 22 and 24, 2019

KTAR Radio Ad copy

(Lead in: This traffic report is brought to you by the Arizona Department of Transportation)

Heading through the Broadway Curve? ADOT wants your input! Join us for a public hearing (Thursday/tomorrow/tonight) from 5 to 8 at the DoubleTree on Priest Road in Tempe to learn about proposed improvements to I-10 from the Split to the 202.

Press Release – October 4, 2019

Moon, Nicole M.

From: Arizona Department of Transportation <adot@info.azdot.gov>
Sent: Friday, October 4, 2019 12:07 PM
To: Moon, Nicole M.
Subject: I-10 Broadway Curve Draft Environmental Assessment available for review

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/26405f3>



SHARE

I-10 Broadway Curve Draft Environmental Assessment available for review

Formal comment period begins; public hearing set for Oct. 24

PHOENIX – A proposal to make improvements to Interstate 10 at the Broadway Curve – the most heavily traveled stretch of freeway in Arizona – is now available for public review and comment.

The Draft Environmental Assessment for widening 11 miles of Interstate 10 from the Interstate 17 "Split" interchange near Phoenix Sky Harbor International Airport to the Loop 202 interchange in Chandler is now available at the project website, azdot.gov/I10BroadwayCurve, under the *Documents* tab. The document examines potential environmental issues associated with the proposed improvements.

Members of the public are encouraged to review the Draft Environmental Assessment and provide input from Friday, Oct. 4, until Nov. 18. The website also lists locations where a copy report is available for review.

A public hearing on the Broadway Curve proposal is scheduled for 5 to 8 p.m. Thursday, Oct. 24, at the DoubleTree by Hilton Hotel at 2100 S. Priest Drive in Tempe. The hearing will include presentations at 6 p.m. and 7 p.m. showing plans for improving I-10. Members of the Arizona Department of Transportation study team will be available to answer questions and take comments.

There are several ways to submit comments on the Draft EA:

- Online: gov/I10BroadwayCurve
- Email: BroadwayCurve@azdot.gov
- Phone: 802.501.5505 (Bilingual Project Line)
- Mail: I-10 Broadway Curve Study, c/o ADOT Communications, 1855 W. Jackson St., Mail Drop 126F, Phoenix, AZ 85007

I-10 in the Broadway Curve area is a key commerce corridor and has seen increasing levels of traffic in recent years, especially during morning and evening hours. In 2018, I-10 west of State Route 143 carried an average of more than 287,000 vehicles each day.

Proposed improvements being studied include:

- Widening both directions of I-10 to six general purpose lanes and two HOV lanes between the I-17 "Split" interchange and US 60.
- Building a collector-distributor road system between US 60 and 40th Street to reduce the number of lane changes on the mainline and improve traffic flow.
- Adding a fourth general purpose lane on I-10 from US 60 to the Loop 202 and maintaining the HOV lane.
- Modifying I-10 connections at SR 143, Broadway Road and US 60 to improve traffic flow.
- Replacing ramps at I-10 interchanges at SR 143 and US 60 with new ramps, including new bridges.
- Adding up to three pedestrian bridges to connect communities.

The study team also is evaluating a no-build option, which is the impact if none of the proposed improvements is made, which also serves as a comparison.

The proposal has been presented to the community twice in 2019, including a public meeting in February and a business forum in August. Comments received at those events and this fall will be included in the Final Environmental Assessment.

If the proposal receives the necessary approval, construction could begin in early 2021 and would take up to four years to complete.

Download the free [AZ511 app](#) on your iOS or Android device for the latest information on conditions along the state highway system, including live views from traffic cameras and the ability to set up personalized routes.

Visit us on social media on [Facebook](#), [Twitter](#), [YouTube](#), [Flickr](#) or the [ADOT blog](#).

SUBSCRIBER SERVICES:

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For more information, visit [azdot.gov](#)

Moon, Nicole M.

From: Arizona Department of Transportation <adot@info.azdot.gov>
Sent: Monday, October 21, 2019 1:10 PM
To: Moon, Nicole M.
Subject: ADOT News: Public hearing Thursday, Oct. 24, on I-10 Broadway Curve Environmental Assessment

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/2676331>

ADOT

SHARE

Public hearing Thursday, Oct. 24, on I-10 Broadway Curve Environmental Assessment

Participants can review, comment on proposed improvements

PHOENIX – A public hearing Thursday, Oct. 24, will allow participants to learn more about and comment on a Draft Environmental Assessment on improvements proposed for 11 miles of Interstate 10 between the Interstate 17 “Split” interchange and the Loop 202 Santan Freeway.

The Arizona Department of Transportation recently published the Draft Environmental Assessment, which is available for review at azdot.gov/I10BroadwayCurve. Printed copies are available at locations listed on the study website.

The public hearing on the Draft Environmental Assessment is scheduled from 5 to 8 p.m. Thursday, Oct. 24, at the DoubleTree Hotel at 2100 S. Priest Drive in Tempe. The hearing will include presentations at 6 p.m. and 7 p.m., and members of ADOT’s study team will be available to answer questions.

Those attending will have an opportunity to review study maps, presentation boards and videos, observe presentations and make comments.

The Draft Environmental Assessment examines potential environmental impacts associated with the proposed improvements. In addition to attending the hearing, members of the public can review the document online or in person and provide input through Nov. 18.

There are several ways to submit comments:

- Online: gov/I10BroadwayCurve
- Email: BroadwayCurve@azdot.gov



- Phone: 602.501.5505 (Bilingual Project Line)
- Mail: I-10 Broadway Curve Study, c/o ADOT Communications, 1655 W. Jackson St., Mail Drop 126F, Phoenix, AZ 85007
- In person at the public hearing

I-10 in the Broadway Curve area is a key commerce corridor that has seen increasing traffic in recent years, especially during the morning and evening peak hours. In 2018, I-10 west of State Route 143 carried an average of more than 287,000 vehicles each day, making it one of the busiest sections of interstate freeway in Arizona.

Proposed improvements being studied include:

- Widening I-10 to six general purpose lanes and two HOV lanes between the Salt River Bridge and US 60
- Building a collector-distributor road system between Baseline Road and 40th Street to reduce the number of lane changes on the mainline and improve traffic flow
- Adding additional general purpose lanes on I-10 from US 60 to Ray Road and maintaining the HOV lane
- Modifying I-10 connections and replacing ramps, including new bridges at SR 143, Broadway Road and US 60 to improve traffic flow
- Adding up to three pedestrian facilities to connect communities

The study team also is evaluating the no-build option – the condition that would exist if ADOT did nothing, which also serves as a comparison.

Comments received previously and during the Draft Environmental Assessment period will be included in the Final Environmental Assessment.

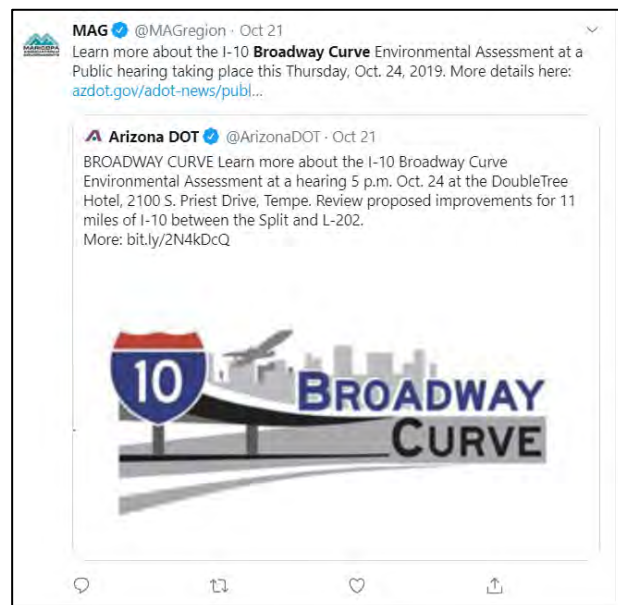
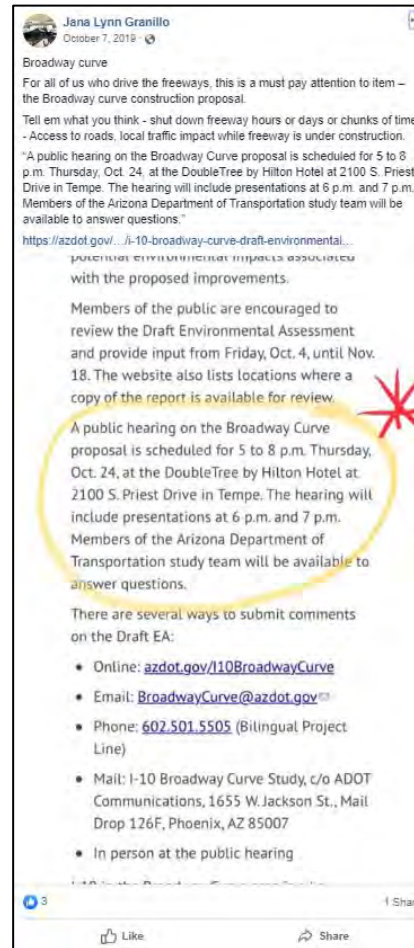
If the study receives the necessary approval, construction could begin in early 2021 and could take up to four years to complete.

Download the free [AZ511 app](#) on your iOS or Android device for the latest information on conditions along the state highway system, including live views from traffic cameras and the ability to set up personalized routes.

Visit us on social media on [Facebook](#), [Twitter](#), [YouTube](#), [Flickr](#) or the [ADOT blog](#).

Appendix D: Shared Media Notifications

Social Media Posts by Community Groups and Study Partners




Appendix E: Owned Media Notifications – Emails and Social Media

ADOT Twitter Posts about Draft EA and Public Hearing



Arizona DOT @ArizonaDOT

BROADWAY CURVE Learn more about the I-10 Broadway Curve Environmental Assessment at a hearing 5 p.m. Oct. 24 at the DoubleTree Hotel, 2100 S. Priest Drive, Tempe. Review proposed improvements for 11 miles of I-10 between the Split and L-202. More: bit.ly/2N4kDcQ



2:09 PM · Oct 21, 2019 · TweetDeck

1 Retweet 1 Like

Arizona DOT @ArizonaDOT

BROADWAY CURVE Learn more about the I-10 Broadway Curve Environmental Assessment at a hearing 5 p.m. Oct. 24 at the DoubleTree Hotel, 2100 S. Priest Drive, Tempe. Review proposed improvements for 11 miles of I-10 between the Split and L-202. More: bit.ly/2N4kDcQ



7:30 AM · Oct 22, 2019 · TweetDeck

1 Like

Arizona Department of Transportation
October 22 at 5:00 PM

BROADWAY CURVE Learn more about the I-10 Broadway Curve Environmental Assessment at a hearing starting at 5 p.m. Oct. 24 at the DoubleTree Hotel, 2100 S. Priest Drive, Tempe. Review proposed improvements for 11 miles of I-10 between the Split and Loop 202. More: bit.ly/2N4kDcQ



7 1 Share

Arizona Department of Transportation
October 24 at 4:00 PM

ICYMI: If you still don't have any Thursday night plans, why not join us at our public hearing in Tempe to discuss our environmental assessment and potential improvements to the Broadway Curve? The meeting starts at 5 p.m., with formal presentations at 6 and 7. The hearing is at the DoubleTree Hotel, 2100 S. Priest Drive, Tempe. Road more here: bit.ly/2N4kDcQ



3 4 Comments

Arizona DOT @ArizonaDOT

REMINDER: The comment period for our Broadway Curve Environmental Assessment closed next week. Find out how to submit your comments here: bit.ly/2qcl9y1



7:00 PM · Nov 13, 2019 · TweetDeck

Arizona DOT @ArizonaDOT

The deadline is approaching for public comment on a Draft Environmental Assessment on improvements proposed for 11 miles of I-10 between the I-17 "Split" interchange and the Loop 202 Santan Freeway.

Learn more here: bit.ly/2Qr8L8n



2:22 PM · Nov 16, 2019 · TweetDeck

Arizona DOT @ArizonaDOT

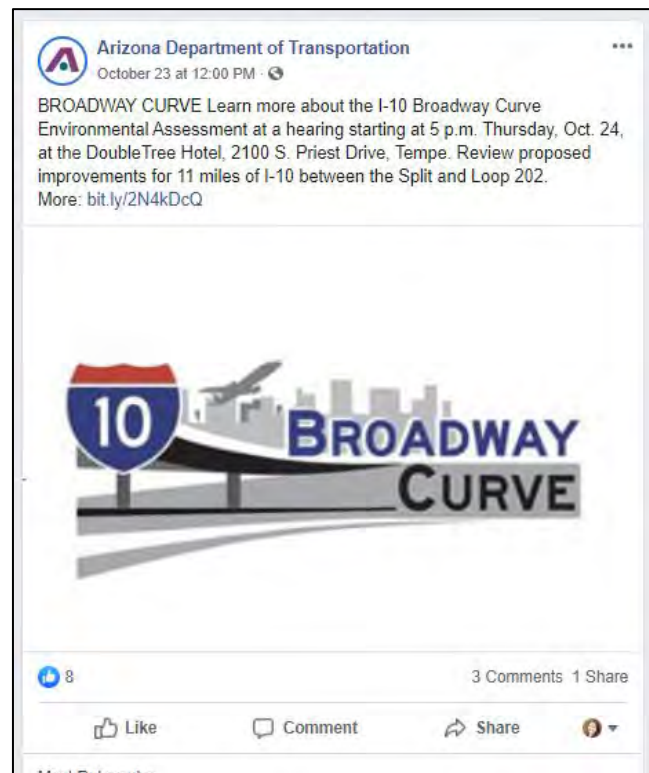
Tomorrow is the deadline for public comment on a Draft Environmental Assessment on improvements proposed for 11 miles of I-10 between the I-17 "Split" interchange and the Loop 202 Santan Freeway.

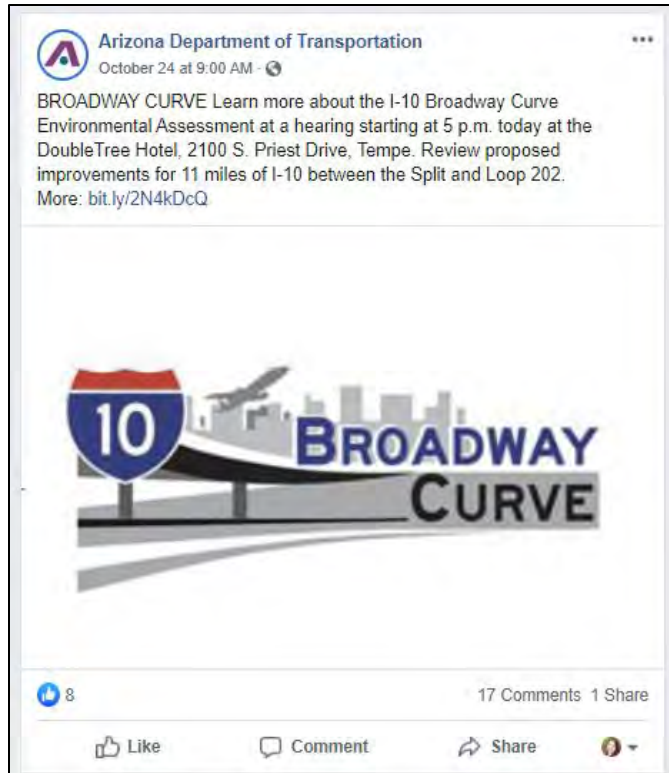
bit.ly/2qcl9y1

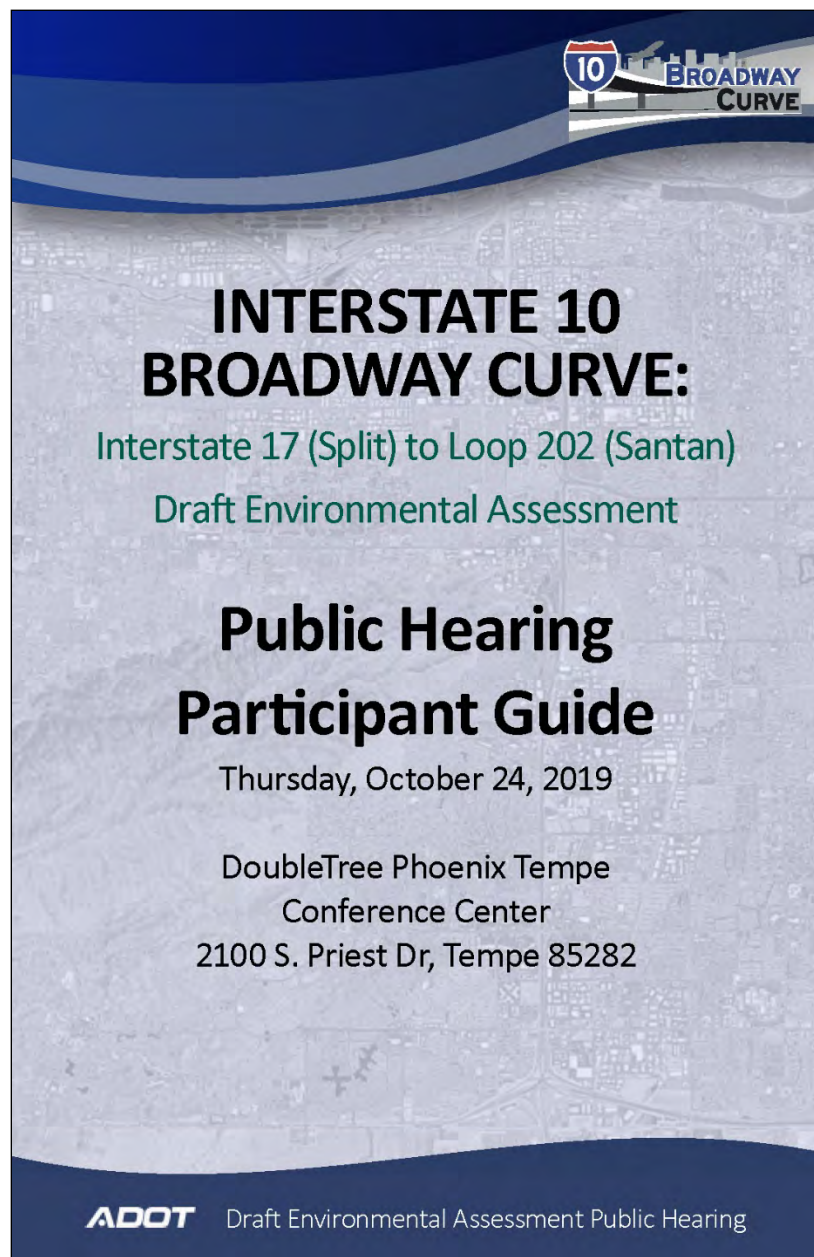



11:41 AM · Nov 17, 2019 · TweetDeck

ADOT Facebook Posts about Draft EA and Public Hearing





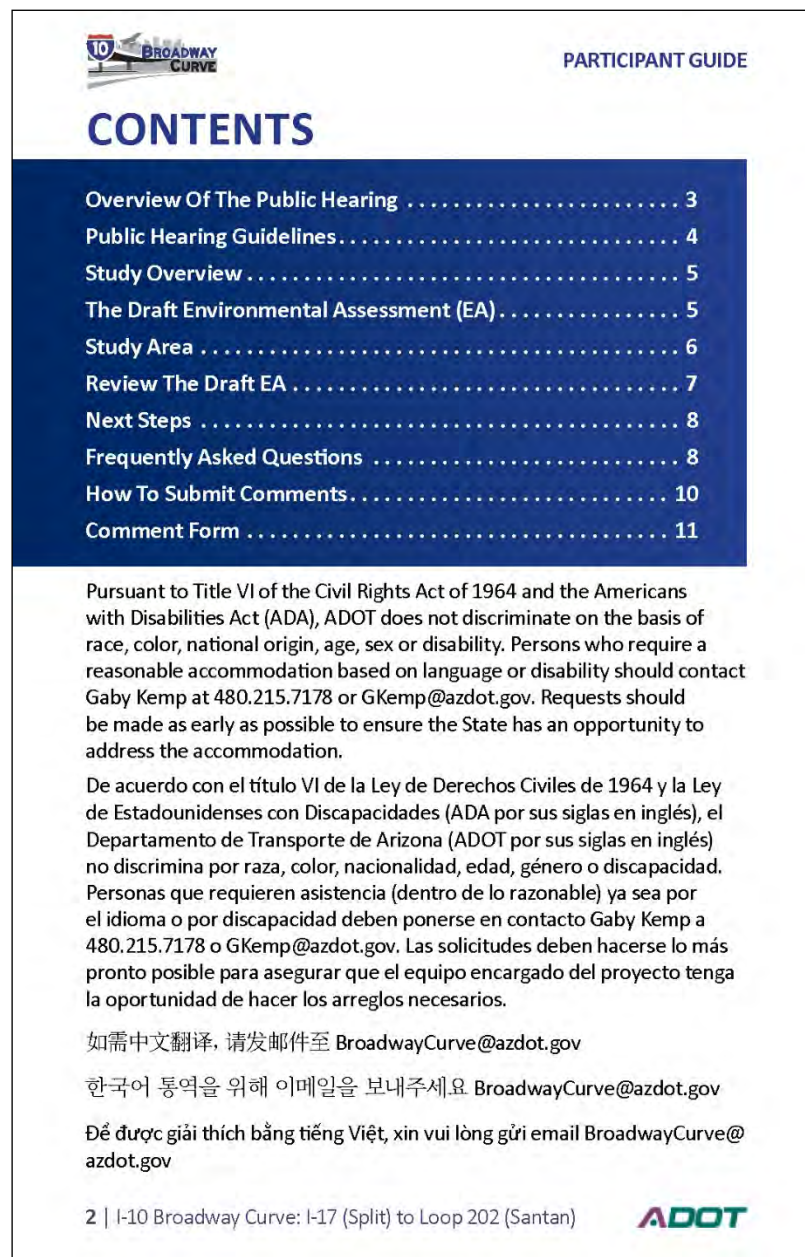


**INTERSTATE 10
BROADWAY CURVE:**
Interstate 17 (Split) to Loop 202 (Santan)
Draft Environmental Assessment

**Public Hearing
Participant Guide**
Thursday, October 24, 2019

DoubleTree Phoenix Tempe
Conference Center
2100 S. Priest Dr, Tempe 85282

ADOT Draft Environmental Assessment Public Hearing



BROADWAY CURVE PARTICIPANT GUIDE

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De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Gaby Kemp a 480.215.7178 o GKemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

如需中文翻译, 请发邮件至 BroadwayCurve@azdot.gov

한국어 통역을 위해 이메일을 보내주세요. BroadwayCurve@azdot.gov

Để được giải thích bằng tiếng Việt, xin vui lòng gửi email BroadwayCurve@azdot.gov

2 | I-10 Broadway Curve: I-17 (Split) to Loop 202 (Santan) **ADOT**

OVERVIEW OF THE PUBLIC HEARING

Area 1: Registration and Comment

- Sign-in (Voluntary)
- Register to speak before the Hearing Panel
- Provide written or electronic comments

Area 2: Open House

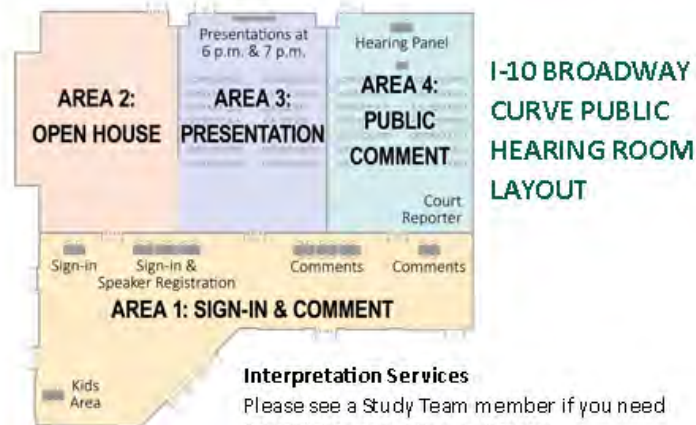
- View displays
- Watch the video
- Talk with Study Team members

Area 3: Presentation

- Attend a presentation at 6 p.m. or 7 p.m.

Area 4: Public Comment

- Provide verbal comments for up to 3 minutes to a panel of Study Team members (documented by court reporter)
- Submit a verbal comment to a court reporter



**I-10 BROADWAY
CURVE PUBLIC
HEARING ROOM
LAYOUT**

Interpretation Services

Please see a Study Team member if you need Spanish interpretation assistance.

Interpretación de Español Disponible

Por favor vea a los miembros del equipo del estudio si necesita ayuda de interpretación en español.

PUBLIC HEARING GUIDELINES

General guidelines for speaker registration and participation are listed below. Please note the panel of Study Team members is there to listen, but will not respond to questions or comments. Study Team members are available in the Open House (Area 2) to answer questions or discuss the Study.



Register – All speakers are required to check in at the Speaker Registration table.



Order of speakers – Speakers will be called forward based on the order in which they sign up.



Time limit for public comments – To allow equal opportunity, each speaker will be allotted a maximum of 3 minutes. Yielding time to another person will not be allowed.

No demonstrations – Demonstrations are not allowed inside the public hearing.

Hearing schedule – All speakers registered to speak by the close of this hearing will have the opportunity to speak. Registration will not be allowed past closing time.

The moderator has the authority to amend these procedures, if necessary.



STUDY OVERVIEW

The Arizona Department of Transportation, in partnership with the Federal Highway Administration and the Maricopa Association of Governments, is studying preliminary concepts for proposed improvements to the I-10 Broadway Curve area between I-17 (Split) and Loop 202 (Santan Freeway).

This 11-mile stretch of roadway has seen increasing levels of traffic over the past few years, especially during the heavily traveled morning and evening peak hours.

Proposed improvements being studied as part of the Study's Preferred Alternative include:

- Adding general purpose and high occupancy vehicle (HOV) lanes to improve traffic flow
- Adding a collector-distributor road system to reduce the number of lane changes and improve traffic flow
- Modifying connections between I-10 and State Route 143 and Broadway Road to improve HOV lane connections and traffic flow at the interchanges
- Modifying connections of I-10 and US 60 (Superstition Freeway)
- Improving drainage along the freeway
- Constructing new bridges to accommodate new interchange facilities and additional lanes
- Improving roadway communication technology
- Building retaining and sound walls
- Constructing pedestrian bridge crossings

THE DRAFT ENVIRONMENTAL ASSESSMENT (EA)

ADOT's EA is guided by the National Environmental Policy Act of 1969 (NEPA), Council on Environmental Quality (CEQ) regulations, and federal and state requirements. As part of this process, ADOT has published a Draft EA and associated technical documents.

The Draft EA must evaluate potential environmental impacts that may be associated with the Study's Preferred Alternative and present options to mitigate these impacts. These impacts and mitigations are compared against the "No Build" Alternative, which is the condition that would exist if ADOT did nothing.



STUDY AREA



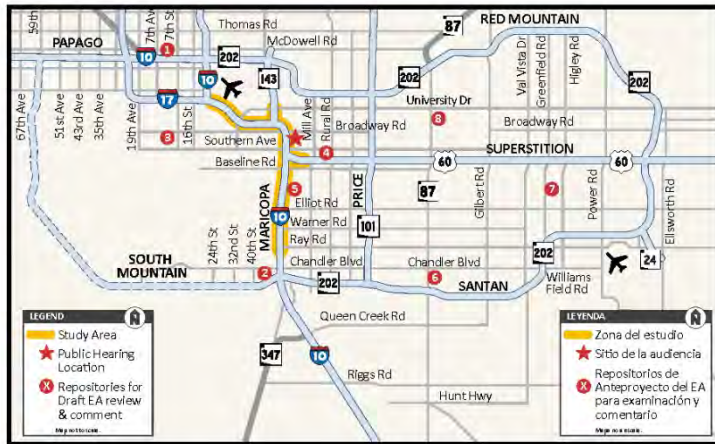
THURSDAY, OCTOBER 24, 2019



REVIEW THE DRAFT EA

Copies of the Draft EA are available for public review and comment beginning October 4 through November 18, 2019. Draft EA documents are available at the meeting or online for review at: azdot.gov/I10BroadwayCurve.

Documents are available at:



- 1) **Burton Barr Central Library**
1221 N. Central Ave.
Phoenix 85004
- 2) **Ironwood Library**
4333 E. Chandler Blvd.
Phoenix 85048
- 3) **South Mountain Community Center**
212 E. Alta Vista Rd.
Phoenix 85042
- 4) **Tempe Public Library**
3500 S. Rural Rd.
Tempe 85282
- 5) **Guadalupe Town Hall**
9241 S. Avenida del Yaqui
Guadalupe 85283
- 6) **Chandler Downtown Public Library**
22 S. Delaware St.
Chandler 85225
- 7) **Southeast Regional Library**
775 N. Greenfield Rd.
Gilbert 85234
- 8) **Mesa Main Public Library**
64 E. First St.
Mesa 85201



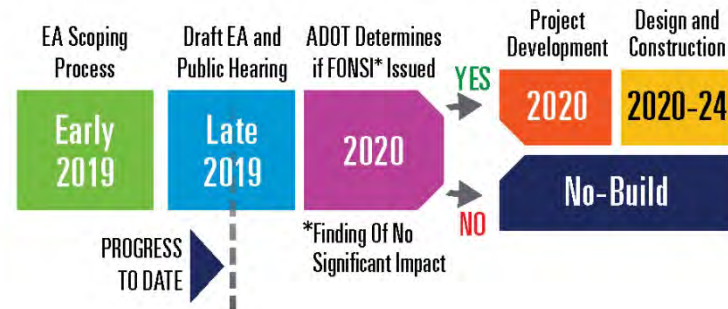
Draft Environmental Assessment Public Hearing | 7



PARTICIPANT GUIDE

NEXT STEPS

Following the public review and comment period, all comments received will be documented in the Final EA. ADOT will review this information and determine if a Finding of No Significant Impact (FONSI) shall be issued.



FREQUENTLY ASKED QUESTIONS

Where can I view the I-10 Broadway Curve Draft EA?

Hard copies of the Draft EA are available at this meeting for review. Additional copies may be reviewed at the locations listed on page 7 of this Participant Guide.

An electronic copy of the Draft EA is posted online at: azdot.gov/I10BroadwayCurve

8 | I-10 Broadway Curve: I-17 (Split) to Loop 202 (Santan)



What happens after the Draft Environmental Assessment public comment period ends?

The public comment period for the I-10 Broadway Curve Draft Environmental Assessment ends on November 18, 2019.

Following the public review and comment period, all comments received will be documented in the Final EA. ADOT will review this information and determine if a Finding of No Significant Impact (FONSI) shall be issued. If a FONSI is issued, the Study will move forward into the design and construction phase. If no FONSI is issued, the No Build alternative will be selected.

How is public input used?

Public comments are an essential part of the transportation decision-making process. The interests and needs of the public, along with all other social, economic and environmental issues and impacts must be fully analyzed and included in the Draft and Final EA.

Comments made during the development of the EA will be reviewed and addressed in the Final EA.

Will I be able to review the Final EA?

Yes, when the Final EA is complete, it will be posted online at azdot.gov/I10BroadwayCurve. ADOT encourages you to visit the Study website to sign up for email notifications from the Study Team so you can receive notice when the Final EA is available.

Where can I get copies of the materials presented tonight?

All the materials at the hearing including displays, presentation, videos and comment forms are available online at azdot.gov/I10BroadwayCurve

How can I stay involved with the Study?

ADOT encourages you to visit the Study website to sign up for email notifications. The Study Team will distribute electronic updates and notifications of important milestones.

You may also email BroadwayCurve@azdot.gov or call the Bilingual Project Hotline at 602.501.5505 to receive Study updates.

HOW TO SUBMIT COMMENTS

Your input is very important and we hope you will take advantage of the many opportunities as outlined below to comment on the I-10 Broadway Curve Draft EA.

The public comment period is open from October 4 through November 18, 2019.

AT THE PUBLIC HEARING:

- Provide verbal comments of up to 3 minutes to a panel of Study Team members (documented by a court reporter).
- Submit verbal comments via a court reporter
- Submit written comments via the attached comment form (or online at a comment station).

ANYTIME DURING THE PUBLIC COMMENT PERIOD:

 azdot.gov/I10BroadwayCurve

 BroadwayCurve@azdot.gov

 602.501.5505

 I-10 Broadway Curve Study
c/o ADOT Communications
1655 W. Jackson St. MD 126F
Phoenix, AZ 85007

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations.

All comments received by November 18, 2019, will be documented in the Final EA. All comment methods are equal.

THURSDAY, OCTOBER 24, 2019



COMMENT FORM

YOUR INPUT IS IMPORTANT TO US! Please return your comment form at the meeting or by email or postal service to one of the addresses printed below. Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request. Please print clearly. Thank you.

Name: _____

Address: _____

Phone: _____

Email address: _____

Comments must be received by November 18, 2019 to be included in the Study record.

ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C(220)T
BroadwayCurve@azdot.gov



Draft Environmental Assessment Public Hearing | 11



Draft Environmental Assessment Public Hearing



Borrador del Estudio Ambiental de la **CURVA BROADWAY DE LA I 10:** I 17 (bifurcación) a Loop 202 (Santan)

Guía del Participante Audiencia Pública

Jueves, 24 de octubre, 2019

DoubleTree Phoenix Tempe
Centro de Conferencias
2100 S. Priest Dr, Tempe 85282

ADOT Draft Environmental Assessment Public Hearing



GUÍA DEL PARTICIPANTE

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如需中文翻译, 请发邮件至 BroadwayCurve@azdot.gov

한국어 통역을 위해 이메일을 보내주세요 BroadwayCurve@azdot.gov

Để được giải thích bằng tiếng Việt, xin vui lòng gửi email BroadwayCurve@azdot.gov

2 | Curva Broadway de la I 10: I 17 (Bifurcación) A Loop 202 (Santan) **ADOT**

DESCRIPCIÓN GENERAL DE LA AUDIENCIA PÚBLICA

Área 1: Registro y Comentarios

- Registro voluntario
- Registro para hablar ante el panel de la audiencia
- Entregue comentarios por escrito o electrónicos

Área 2: Sesión Abierta

- Revise las exhibiciones
- Vea el video
- Hable con miembros del Equipo del Estudio

Área 3: Presentación

- Asista a la presentación a las 6 p.m. o las 7 p.m.

Área 4: Comentarios

- Ofrezca comentarios orales de hasta 3 minutos a un panel de miembros del Equipo del Estudio (será documentado por taquígrafo judicial)
- Hable con un taquígrafo judicial para dejar su comentario oral



Servicios de interpretación
Por favor avise a un miembro del Equipo del Estudio si necesita interpretación en español.

REGLAS PARA LA AUDIENCIA PÚBLICA

A continuación se presentan las reglas para el registro y la participación de quienes deseen hacer comentarios orales. Tome nota que el panel del Equipo del Estudio está presente solo para escuchar, no para responder a preguntas o comentarios. Los miembros del Equipo del Estudio están a la mano en la Sesión Abierta (Área 2) para atender a sus preguntas y hablar acerca del Estudio.



Registro: Toda persona que desee comentar debe registrarse en la mesa de registro para oradores.

Orden de oradores: Se llamarán al frente por el orden en que se registren.



Límite de tiempo para comentarios del público: Para brindar igual oportunidad para todos, se dará un máximo de 3 minutos a cada orador. No se permitirá ceder su tiempo a otra persona.



No manifestaciones: No se permiten manifestaciones dentro de la audiencia pública dentro de la audiencia pública.

Horario de la audiencia: Todo orador que se haya registrado antes de la hora de clausura de la audiencia tendrá oportunidad de hablar.

No se permitirá registrarse después de la hora de clausura.

El moderador tiene la autoridad de enmendar estos procedimientos, de ser necesario.

DESCRIPCIÓN GENERAL DEL ESTUDIO

El Departamento de Transporte de Arizona, en colaboración con la Administración Federal de Carreteras y la Asociación de Gobiernos de Maricopa, está estudiando conceptos preliminares para las mejoras a la Curva Broadway de la I-10, entre la bifurcación de la I-17 y la Autopista Loop 202 Santan.

En los últimos años se han visto niveles crecientes en la circulación sobre este tramo de 11 millas de la autopista, especialmente en horas de tránsito más pesado, y en las horas pico de la mañana y de la tarde.

Mejoras propuestas que se están estudiando como parte de la Alternativa Preferida de la Estudio incluyen:

- Añadir carriles de uso general y carriles para vehículos de alta ocupación (HOV) para mejorar la circulación
- Añadir un sistema de vías colectoras y distribuidoras para reducir el número de cambios entre carriles y mejorar la circulación
- Modificar las conexiones entre la I 10 y la Ruta Estatal 143 y Broadway Road para mejorar las conexiones de los carriles y la circulación en los intercambios
- Modificar las conexiones de la I 10 y la US 60 (Autopista Superstition)
- Mejorar el drenaje a lo largo de la autopista
- Construir nuevos puentes conforme a los nuevos intercambios y carriles adicionales
- Mejorar la tecnología de comunicación de caminos
- Construir muros de contención y antirruído
- Construir puentes peatonales

EL BORRADOR DEL ESTUDIO AMBIENTAL (EA)

El EA de ADOT se conforma a las directrices de la Ley Nacional de Políticas Ambientales de 1969 (NEPA), los reglamentos del Consejo de la Calidad Medioambiental (CEQ), y los requisitos federales y del estado. Como parte de este proceso, ADOT publicó un Borrador EA y los documentos técnicos relacionados.

El Borrador EA debe evaluar los potenciales impactos al medioambiente que pudieran corresponder a la Alternativa Preferida del Estudio y las opciones actuales para mitigar tales impactos. Estos impactos y mitigaciones se comparan con la alternativa de "No Construir", que es la condición que existiría si ADOT no hace nada.

ZONA DEL ESTUDIO



EXAMINACIÓN DEL BORRADOR DEL EA

Se disponen copias del Borrador del EA para examinación y comentario del público a partir del 4 de octubre, hasta el 18 de noviembre, 2019. Los documentos del Borrador del EA están disponibles en la reunión o en línea en: azdot.gov/I10BroadwayCurve.

Los documentos están disponibles en:



- | | |
|---|--|
| 1) Burton Barr Central Library 1221 N. Central Ave. Phoenix 85004 | 5) Guadalupe Town Hall 9241 S. Avenida del Yaqui Guadalupe 85283 |
| 2) Ironwood Library 4333 E. Chandler Blvd. Phoenix 85048 | 6) Chandler Downtown Public Library 22 S. Delaware St. Chandler 85225 |
| 3) South Mountain Community Center 212 E. Alta Vista Rd. Phoenix 85042 | 7) Southeast Regional Library 775 N. Greenfield Rd. Gilbert 85234 |
| 4) Tempe Public Library 3500 S. Rural Rd. Tempe 85282 | 8) Mesa Main Public Library 64 E. First St. Mesa 85201 |

PRÓXIMOS PASOS

Después del período de examinación y comentarios del público, se documentarán todos los comentarios recibidos en el EA Final. ADOT evaluará esta información y determinará si se expedirá un un FONSI (por sus siglas en inglés), Ausencia de Hallazgos de Impactos Significativos.



PREGUNTAS FRECUENTES

¿Dónde puedo ver el Borrador del EA de la Curva Broadway de la I 10?

Se disponen copias impresas del Borrador del EA en esta reunión para su examinación. Pueden revisar copias adicionales en los sitios que se detallan en la página 8 de esta Guía del Participante.

Se encuentra una copia digital del Borrador del EA en: azdot.gov/I10BroadwayCurve.

¿Qué sucede al concluir el período para comentarios del público al Borrador de la Evaluación Ambiental?

El período de comentarios del público del Borrador del Estudio Ambiental de la Curva Broadway de la I 10 concluye el 18 de noviembre, 2019.

Después del período de examinación y comentarios del público, se documentarán todos los comentarios recibidos en el EA Final. ADOT evaluará esta información y determinará si se expedirá un FONSI (por sus siglas en inglés), Ausencia de Hallazgos de Impactos Significativos.

Si se expide un FONSI, se procederá con la fase de diseño y construcción. Si no se expide un FONSI, se elegirá la alternativa de No Construir.

¿Cómo se usan los comentarios del público?

Los comentarios del público son elemento esencial del proceso de la toma de decisiones acerca de transporte. Deben analizarse plenamente los intereses y las necesidades del público, junto con los demás impactos y cuestiones sociales, económicas y ambientales.

Los comentarios expresados durante la elaboración del EA serán examinados y se atenderán en el EA Final.

¿Podré examinar el EA Final?

Sí. Al completarse el EA Final, se publicará en línea en azdot.gov/I10BroadwayCurve. ADOT le invita a visitar el sitio web del Estudio para suscribirse para las notificaciones por correo electrónico del Equipo del Estudio para recibir un aviso cuando esté disponible el EA Final.

¿Dónde puedo conseguir copias de los materiales que se presentan esta noche?

Todos los materiales de la audiencia, inclusive las exhibiciones, la presentación, los videos y las formas para comentarios están disponibles en línea en azdot.gov/I10BroadwayCurve azdot.gov/I10BroadwayCurve

¿Cómo puedo seguir participando en el Estudio?

ADOT le invita a visitar el sitio web del Estudio para suscribirse para recibir noticias por correo electrónico. Se enviarán noticias y avisos por vía electrónica de desarrollos importantes.

También puede enviar un email a BroadwayCurve@azdot.gov o llamar a la línea directa bilingüe del proyecto al 602.501.5505 para recibir noticias del Estudio.

CÓMO OFRECER COMENTARIOS

No nos interesan mucho sus comentarios y esperamos que aproveche las múltiples oportunidades que se detallan a continuación para comentar acerca del Borrador EA de la Curva Broadway de la I 10.

El período de comentarios del público está abierto del 4 de octubre al 18 de noviembre, 2019.

EN LA AUDIENCIA PÚBLICA:

- Ofrezca sus comentarios orales de hasta 3 minutos a un panel de miembros del Equipo del Estudio.
- Ofrezca comentarios orales a un taquígrafo judicial.
- Envíe sus comentarios por escrito por medio de la forma de comentarios adjunta (o en línea en la estación para comentarios)

EN CUALQUIER MOMENTO DURANTE EL PERÍODO DE COMENTARIOS DEL PÚBLICO:



azdot.gov/I10BroadwayCurve



BroadwayCurve@azdot.gov



602.501.5505



I-10 Broadway Curve Study
c/o ADOT Communications
1655 W. Jackson St. MD 126F
Phoenix, AZ 85007

Al presentar sus comentarios, por favor sea tan específico como sea posible y detalle sus inquietudes. Todos los comentarios que se reciban no más tardar del 18 de noviembre 2019 quedarán documentados en el EA Final. Toda manera de comentar son recomendaciones iguales.

JUEVES, 24 DE OCTUBRE, 2019



COMENTARIOS

NOS IMPORTA SU OPINIÓN. Por favor entregue la forma con sus comentarios en la reunión o envíela por correo electrónico o correo postal a una de las direcciones a continuación. Llenar esta forma es enteramente voluntad propia y ayudará al equipo del proyecto a mantener un registro veraz de la reunión y los comentarios.

Conforme a la ley estatal, datos que usted proporcione que lo puedan identificar personalmente formarán parte del registro público y, por lo tanto, deberá divulgarse a quien lo solicite. Por favor escriba de manera legible. Gracias.

Nombre: _____

Domicilio: _____

Teléfono: _____

Dirección electrónica: _____

Los comentarios deben recibirse no más tardar del 18 de noviembre, 2019 para formar parte del registro del Estudio.

ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007


Proyecto ADOT N°. 010 MA 149 F0072 01D
Asistencia Federal N°. 010-C(220)T
BroadwayCurve@azdot.gov



Audiencia Pública sobre el Borrador del Estudio Ambiental | 11



Appendix G: Sign-In Sheets



I-10 Broadway Curve: I-17 (Split) to Loop 202 (Santan Freeway) Draft Environmental Assessment Public Hearing
La audiencia pública para Interestatal 10: Curva Broadway Interestatal 17 (bifurcación) a Loop 202 (Autopista Santan) Borrador del Evaluación Ambiental (EA)

Thursday, October 24, 2019 • 5 - 8 p.m. Jueves, 24 de octubre, 2019 • 5 - 8 p.m.

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| Name / Nombre | Address / Domicilio | Email / Correo electrónico | How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno) |
|---------------------|---------------------|----------------------------|---|
| ENAMUL HOQUE | | | <input checked="" type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Diego Levine | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Elaine Burdette | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Coop Rutschman | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Amanda Luecker | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Byron Hubbards | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Gail Chime / | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| ALEX MILLER | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Self Cooker | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| YURI LECHUGA-ROBLES | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |



I-10 Broadway Curve: I-17 (Split) to Loop 202 (Santan Freeway) Draft Environmental Assessment Public Hearing

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|--------------------------------|---------------------|----------------------------|--|
| Nancy Zimmer | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Andre Salais | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| GARY FROMM | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Diana Purdue | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| Betty Murphy Bruce LaFrance | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Paul Dickman | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Vanessa R. Galindo | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| Kathy Boyle | | | <input checked="" type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Doug Newton | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Zack Lane | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |

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ADOT Project No. 010 MA 149 FQ072 01D
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|--------------------|---------------------|----------------------------|---|
| Lauren Swiatkowski | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Cynthia Parker | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| SCOTT BRACKEN | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input checked="" type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| LESLIE CARDONA | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Chelsea Collinge | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Tom Remes | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Oliver Lumb | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Isaiah Jiang | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| JOE BLIOTT | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Joseph Lawler | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro School |

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Federal Aid No. 010-C(220)T



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|-------------------------|---------------------|----------------------------|---|
| Joyce/Chet Lahti | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| Barb Brooks | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Chris Pujos | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| WILLIAM AUTREY | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Pamela Thompson Gifford | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Isaac Chen | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| Samantha Rayon | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Bill Sprague | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| Mary Montalvo | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Octavio Mendora | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |

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|-------------------------|---------------------|----------------------------|--|
| RAY HUBBERT | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input checked="" type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| GARY LORD | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| MARION BROWNELL | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| DOUG ARNOLD | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| MATHMUDA HOQUE | | | <input checked="" type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input checked="" type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| ROBERT L. STUFF | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| ALF WOLD | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| DOUG HONAKER | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input checked="" type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| DANIEL A. DRAGONETTI | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro colleague |
| Roger/Heidi Chamigny | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |

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|----------------|---------------------|----------------------------|--|
| Eric Eidsness | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Greg Gentsch | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input checked="" type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| JOHN HOBBS | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| DAN HORTON | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| MARK CHASE | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| PAUL TREMEL | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| ALEXANDER | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| JAMES MESICKO | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| John Kissinger | | | <input checked="" type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Don Cook | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |

ADOT

ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C(220)T



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|----------------------|---------------------|----------------------------|---|
| KEVIN WOODENBERG | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input checked="" type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Jana Lynn Granillo | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input checked="" type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Lorray Dervin | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| DANIEL CONLON | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| GREG & MICHELE STEAR | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input checked="" type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Ron Swick | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| LANCE BORTON | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Denise Dickman | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| Patricia Frank | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
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|-----------------------|---------------------|----------------------------|---|
| James Papack | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Greg Lingo | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| Cary Ansel | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Jim Gabrielson | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Paul Baca | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| DORNA RICK HONAKER | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input checked="" type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Kristi Shepherd | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Adrian Sanchez | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| TIM EAKER | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
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|-----------------|---------------------|----------------------------|--|
| MIKE WASHKOWITZ | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| STEVE SCHWAB | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Myeshia Harris | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Karen Dada | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| John Geronzi | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| David Putkowsky | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
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|----------------------------|---------------------|----------------------------|---|
| Steve + Kathy Cromwell | | | <input checked="" type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Michael Torta | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Ala Bazzera | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro |
| Georgette Janice Templeton | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Brent Knezecek | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
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| Karin Dad | | | <input checked="" type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input checked="" type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input checked="" type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Ed & CAROL Folsom | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Manuel Tapia Jr | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
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ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C(220)T



I-10 Broadway Curve: I-17 (Split) to Loop 202 (Santan Freeway) Draft Environmental Assessment Public Hearing

La audiencia pública para Interestatal 10: Curva Broadway Interestatal 17 (bifurcación) a Loop 202 (Autopista Santan) Borrador del Evaluación Ambiental (EA)

Thursday, October 24, 2019 • 5 - 8 p.m.

Jueves, 24 de octubre, 2019 • 5 - 8 p.m.

DoubleTree by Hilton Hotel Phoenix Tempe • 2100 S. Priest Dr. • Tempe, AZ 85282

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| Name / Nombre | Address / Domicilio | Email / Correo electrónico | How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno) |
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| Daniel Jose Sanchez | | | <input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
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| Brian Bombardier | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
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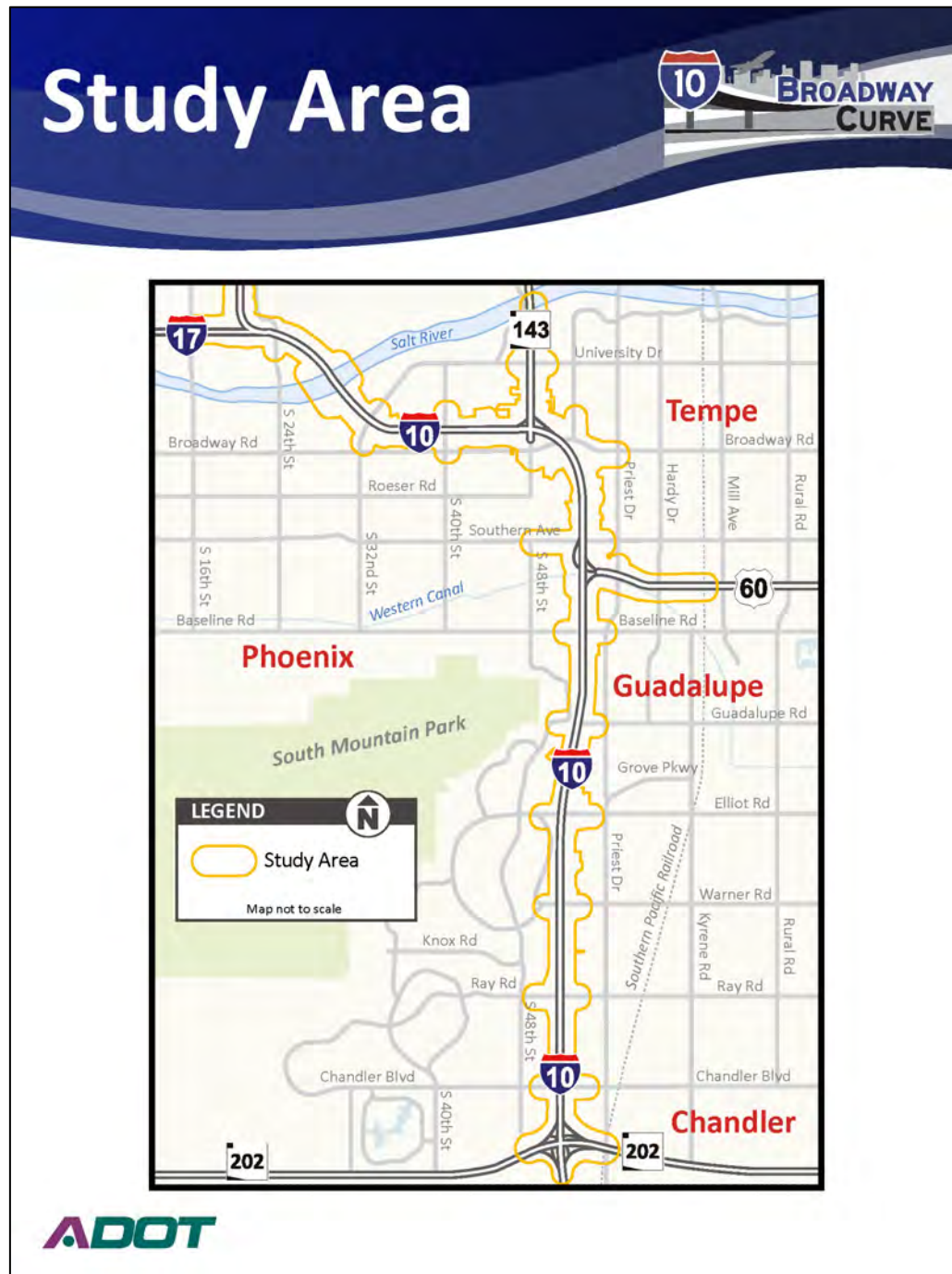
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| Darcy Anderson | | | <input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
| Ciro Quintan | | | <input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro |
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ADOT

ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C(220)T



Previous Studies



- **2009** I-10 Corridor Improvement Study
- **2014** I-10/I-17 Maricopa Association of Governments “Spine” Corridor Master Plan
- **2014** I-10 Near-Term Improvement Study
- **2019** I-10 Broadway Curve Study

These previous studies have informed the current I-10 Broadway Curve Study. Some of the I-10 Broadway Curve proposed improvements were initially identified in these earlier studies.



What is NEPA?



The National Environmental Policy Act of 1969 (NEPA) requires an analysis of impacts to the natural and human environment for all federally funded projects, and a description of ways to avoid, minimize or mitigate these impacts.

NEPA's goal is to protect, restore, and enhance the natural and human environment while engaging the public and stakeholders through the decision-making process.

The current study is known as an **Environmental Assessment (EA)** and is required by NEPA.

ADOT was granted NEPA assignment in April 2019.



Purpose and Need



The purpose of the I-10 Broadway Curve project is to improve traffic operations and reduce congestion on I-10 while maintaining regional mobility and access for economic centers and providing an improved transportation system linkage.



The Preferred Alternative would address the needs in the study area by:



- Maintaining the current functionality and mobility of the I-10 corridor
- Providing regional mobility and access for economic centers



- Accommodating current and planned system linkages for bus services using I-10



Study Outcomes



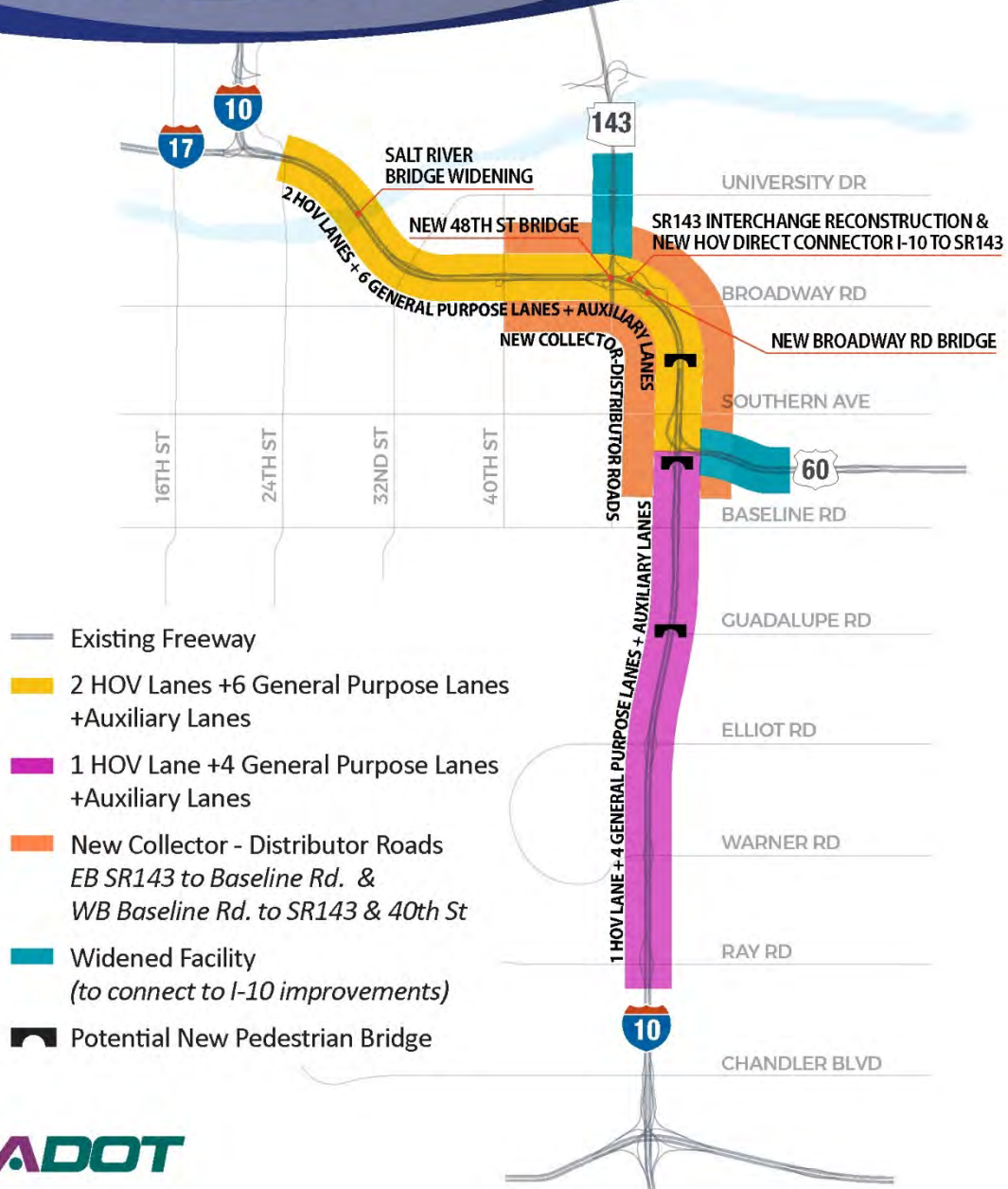
The study outcome is for ADOT to choose an alternative. There are two potential alternatives:

- Preferred Alternative
- No Build Alternative – The Condition that would exist if ADOT did nothing (used for comparison).

After the comment period for the Draft EA, a Final EA will be prepared that will respond to all comments and identify ADOT's selected alternative.



Preferred Alternative



Environmental Resources



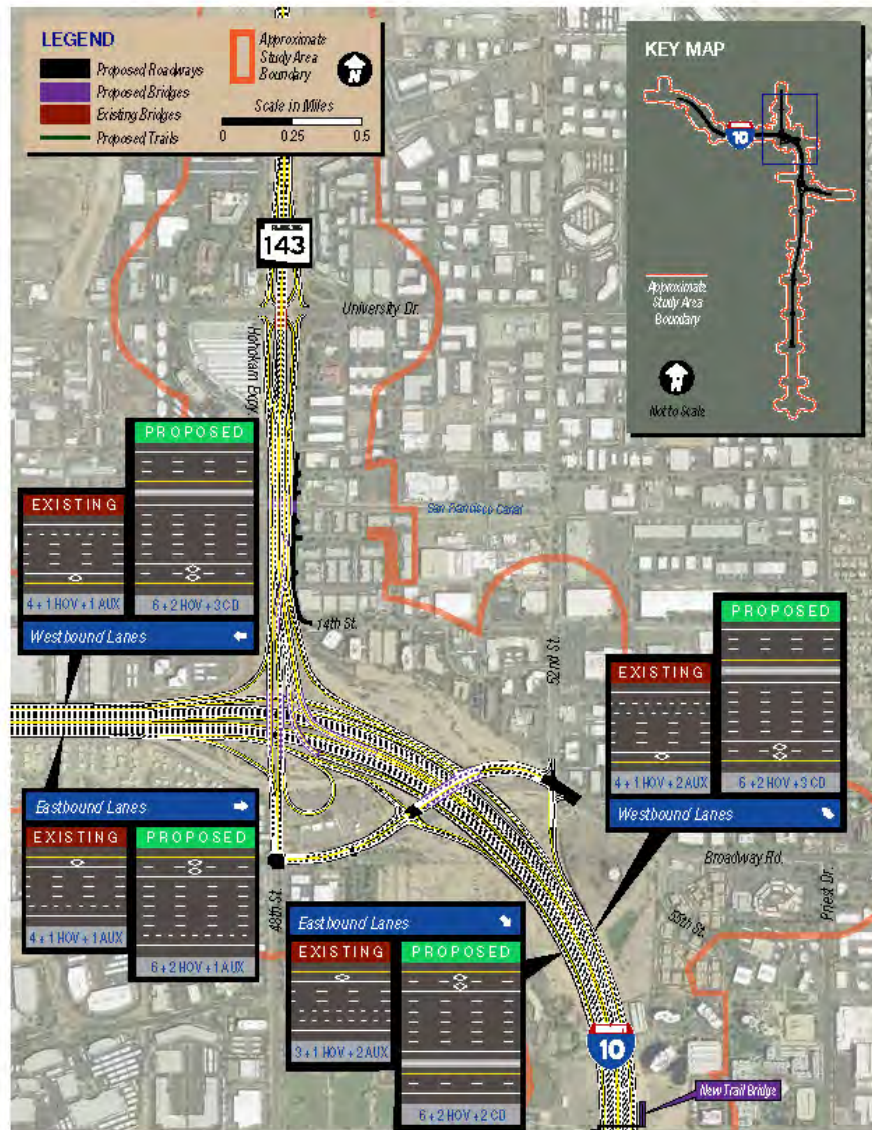
The following environmental resources have been studied as part of the Draft EA:



- Air Quality
- Biological Resources
- Cultural Resources
- Drainage and Floodplain Considerations
- Hazardous Materials
- Land Ownership, Jurisdiction, and Land Use
- Noise
- Section 4(f) Resources
- Secondary and Cumulative Impacts
- Social and Economic Considerations
- Title VI and Environmental Justice
- Traffic and Transportation
- Utilities
- Visual Resources
- Wetlands and Waters of the U.S.

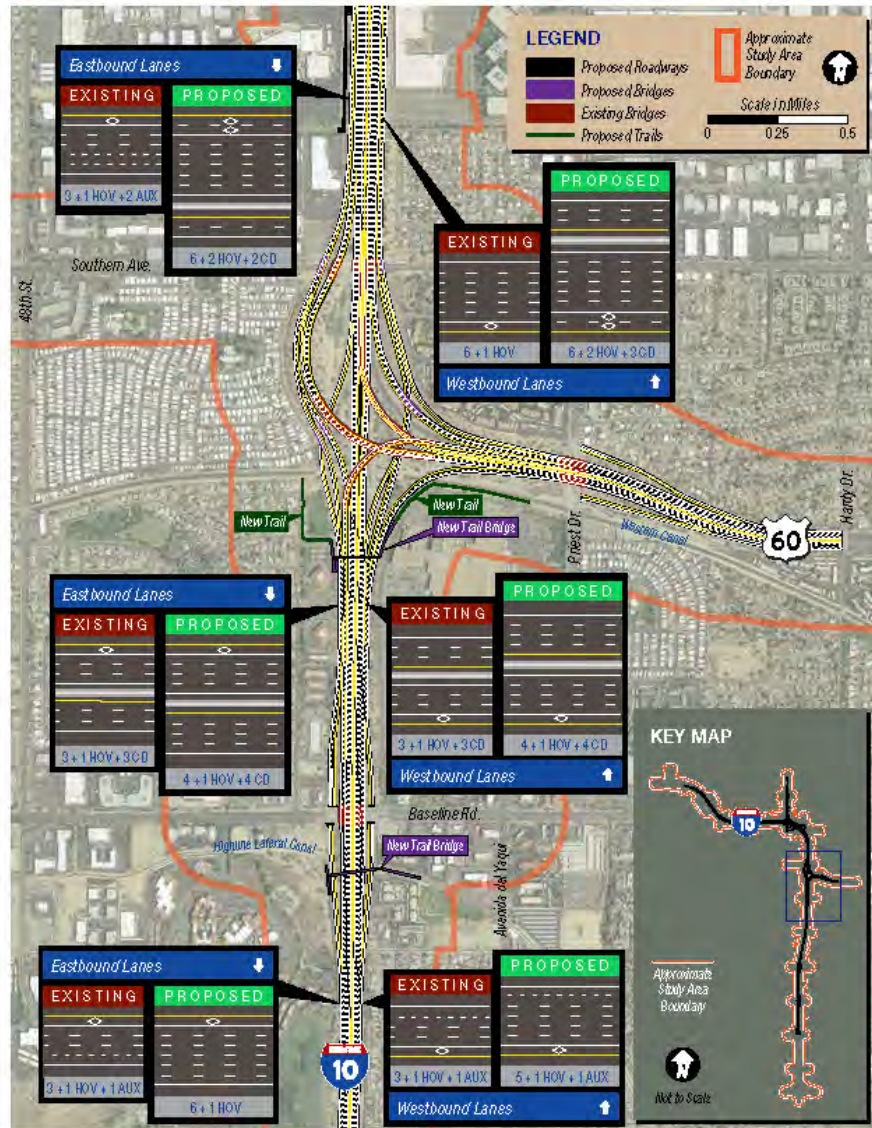


SR 143 Proposed Improvements



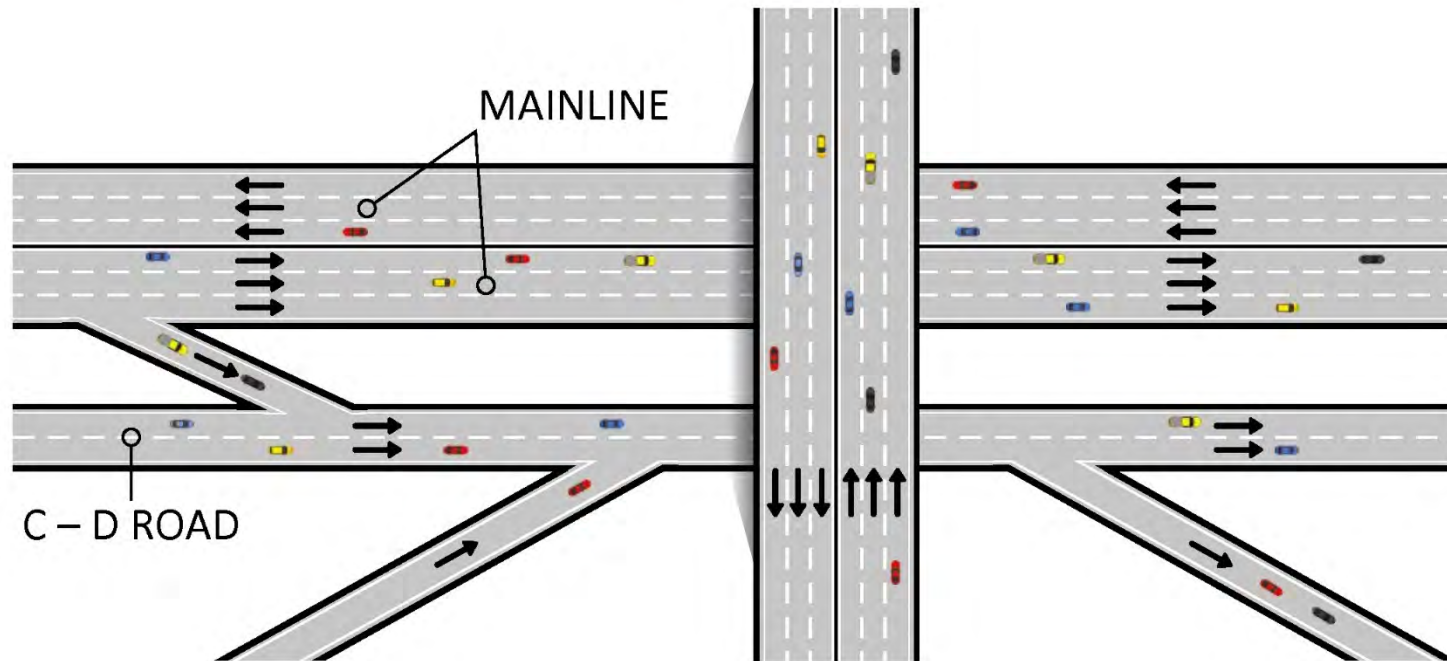
ADOT

Proposed Improvements at US 60

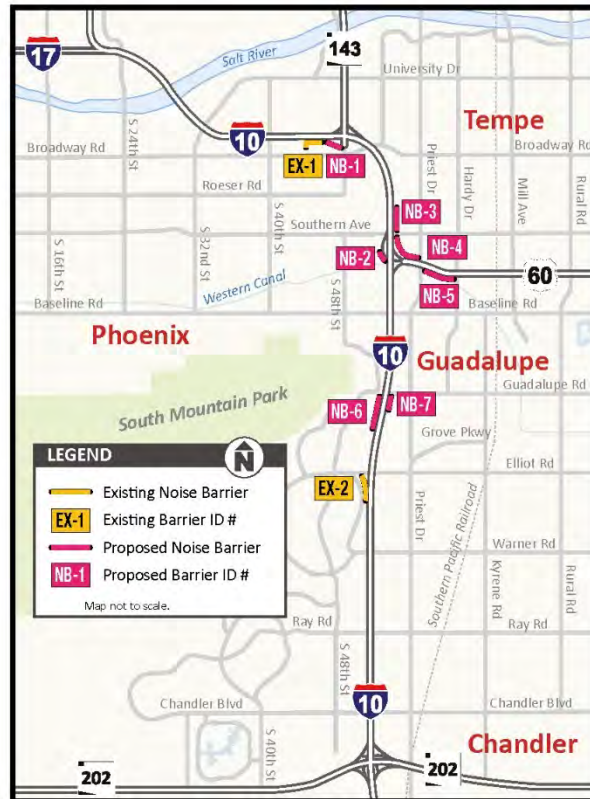


ADOT

Collector-Distributor (C-D) Roads



Noise Mitigation



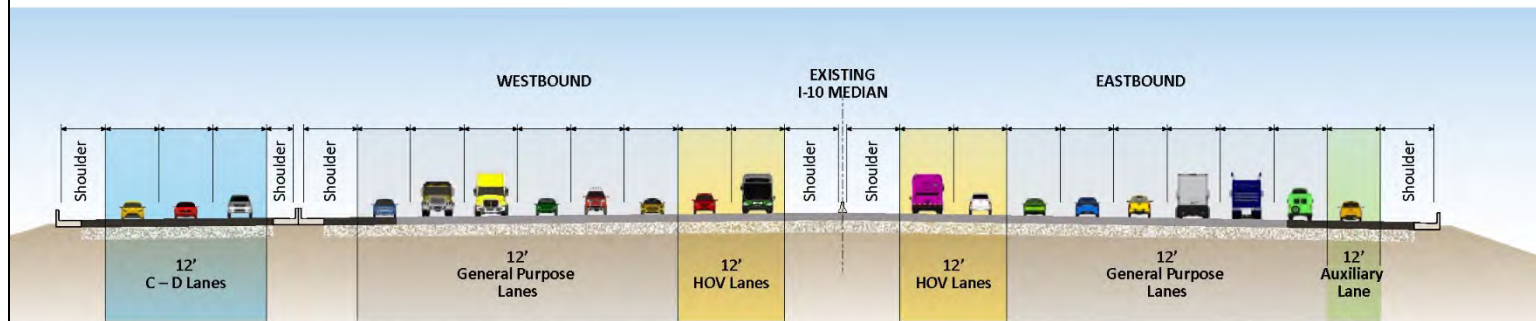
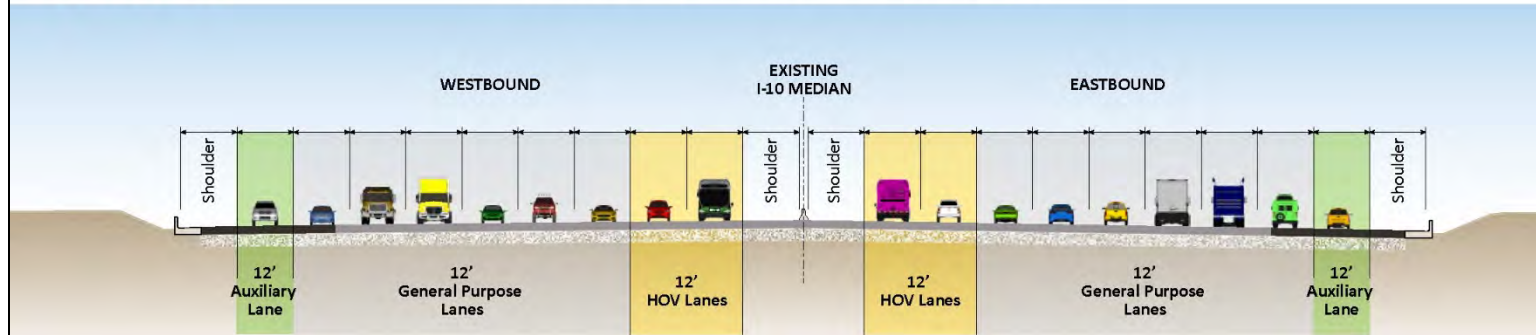
- A noise analysis was conducted to determine locations where noise levels are projected to exceed state and federal standards.
- As a result, seven new proposed noise barriers are recommended, where feasible and reasonable, to provide noise reduction.

Proposed Lanes



PRELIMINARY
CONCEPTS

I-10, Salt River to 40th Street



I-10, 40th Street to 48th Street

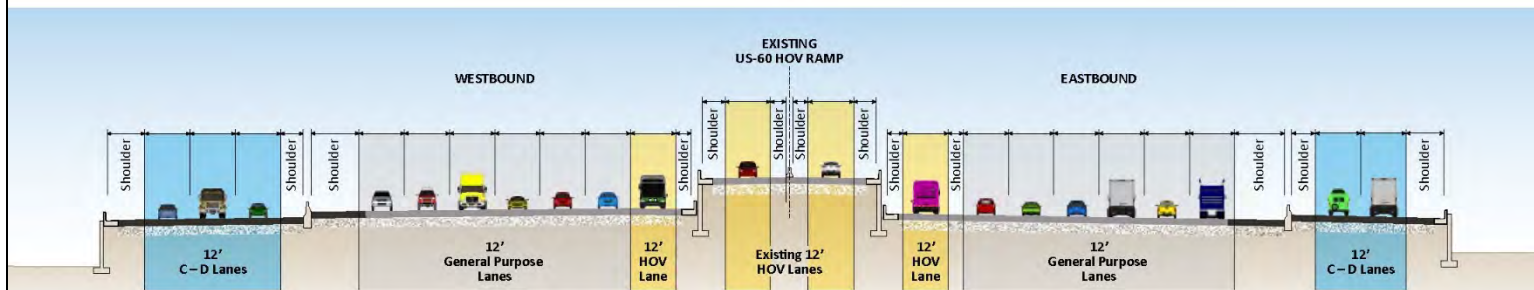
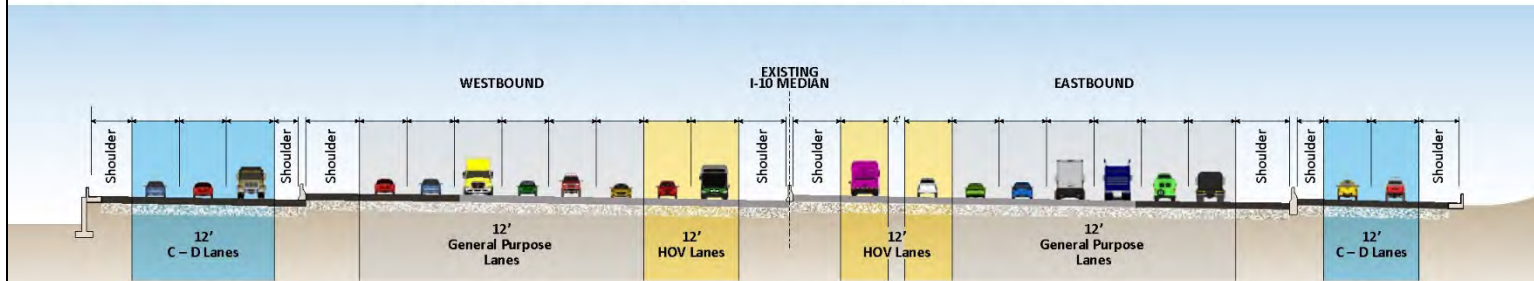
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Proposed Lanes



PRELIMINARY
CONCEPTS

I-10, Broadway Road to Alameda Drive



I-10, Alameda Drive to US-60



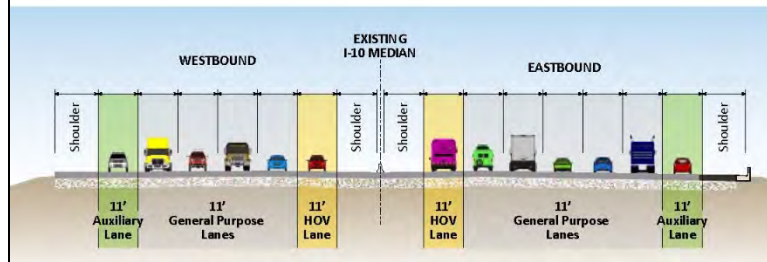
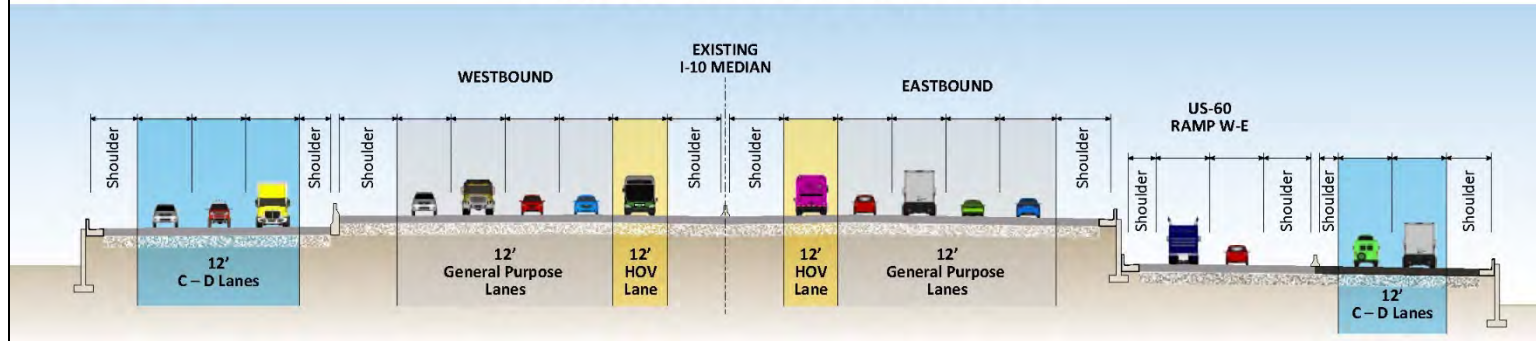
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Proposed Lanes

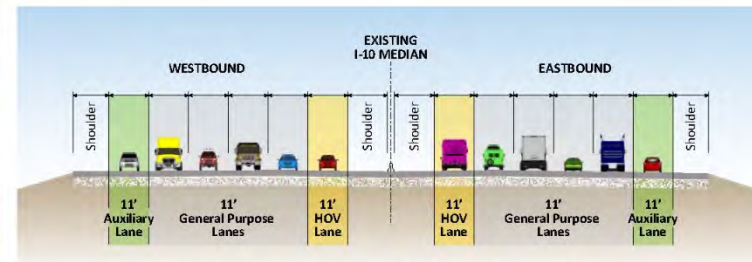


PRELIMINARY
CONCEPTS

I-10, US-60 to Baseline Road



I-10, Baseline Road to Elliot Road



I-10, Elliot Road to Ray Road



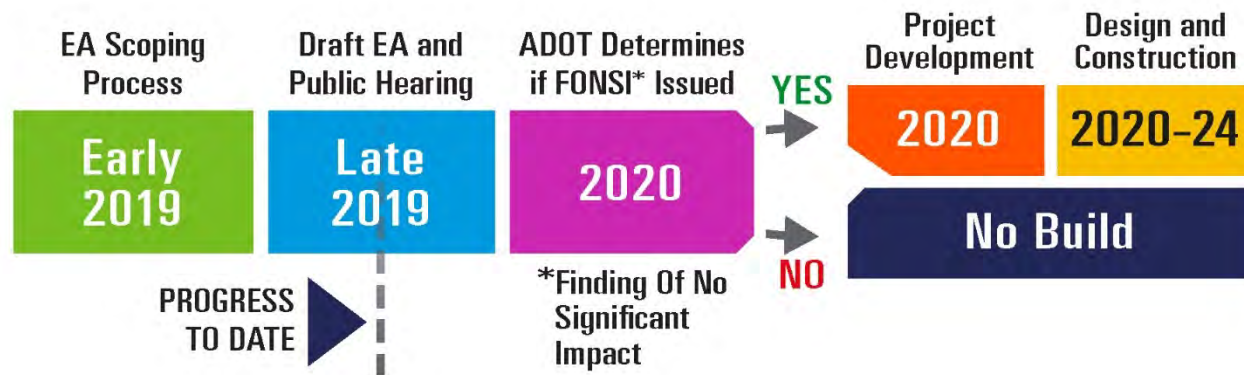
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Next Steps

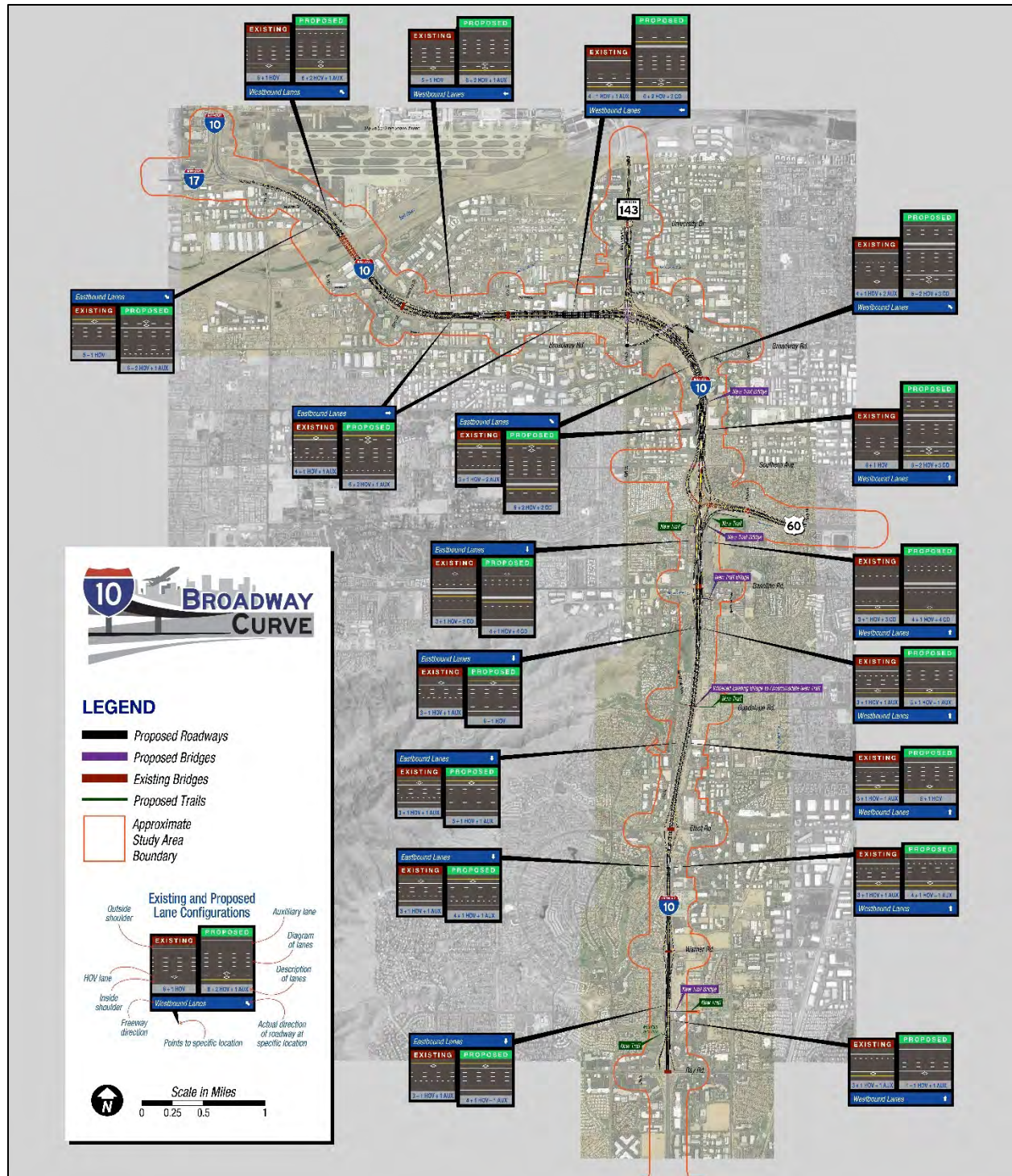


For the Study...

- Incorporate comments into Final EA
- Prepare Final EA
- ADOT will determine if Finding of No Significant Impact (FONSI) is issued



Display Map for SmartBoard



Interstate 10 (I-10) Broadway Curve Interstate 17 (Split) to Loop 202 (Santan Freeway)



Draft Environmental Assessment (EA)
Public Hearing
October 24, 2019

ADOT

Public Hearing Format



Area 1: Sign-in and register to speak

Area 2: View Study video and displays

Area 3: Attend a presentation



Area 4: Provide verbal comments

Outside of Area 4:



- **Provide comments online**
- **Fill out a comment form**

ADOT

Public Hearing Area



Please...

Remain quiet.

Silence cell phones.



Do not interrupt a speaker.

Leave the area for side discussions.



Keep comments within the allotted 3 minutes so everyone has time to speak.

ADOT

Public Hearing Guidelines



Register – All speakers are required to check-in at the Speaker Registration table.

Order of speakers – Speakers will be called forward based on the order in which they sign up.



Time limit for public comments – To allow equal opportunity, each speaker will be allotted a maximum of 3 minutes. Yielding time to another person will not be allowed.

No demonstrations – Demonstrations are not allowed inside the public hearing.



Hearing schedule – All speakers registered to speak by the close of this hearing will have the opportunity to speak. Registration will not be allowed past closing time.

The moderator has the authority to amend these procedures, if necessary.

ADOT

The I-10 Broadway Curve Environmental Assessment

“The Study”



ADOT

Study Area



ADOT

Previous Studies

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ADOT

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- Accommodating current and planned system linkages for bus services using I-10

ADOT

What is National Environmental Policy Act of 1969 (NEPA)?

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ADOT

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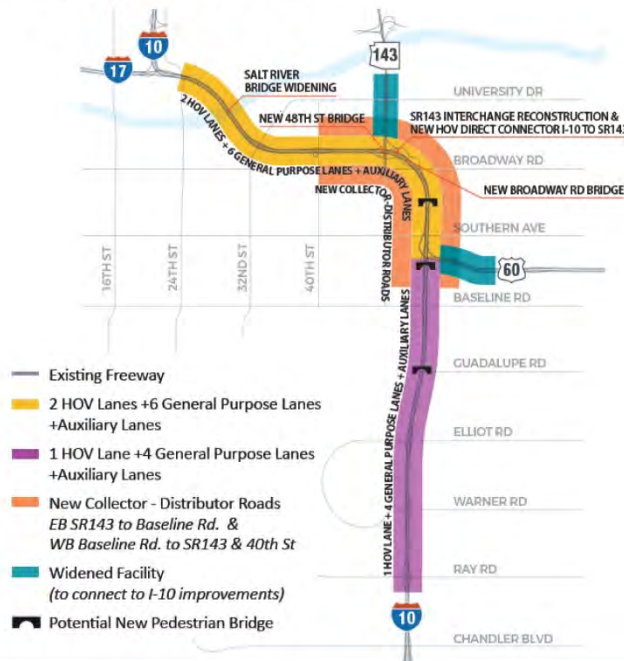
ADOT

Key Environmental Factors

- Noise impacts will be mitigated with noise barriers where feasible and reasonable
- Impacts to Wetlands and Waters of the US requiring coordination with USACE and Section 404 Permit
- No effects to Section 4(f) historic properties anticipated
- Air quality analysis completed
- Hazardous materials assessments completed

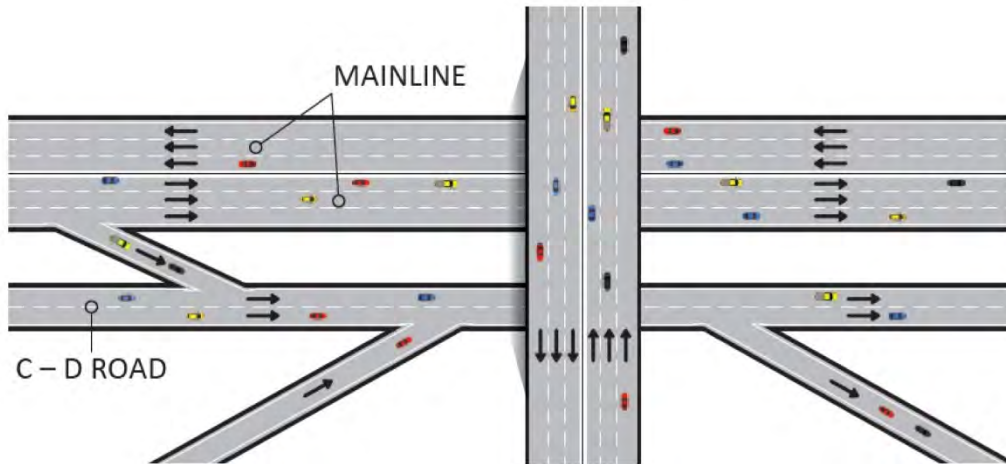
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Preferred Alternative



ADOT

Collector-Distributor System



ADOT

Study Outcome

The study outcome is for ADOT to choose an alternative. There are two potential alternatives:

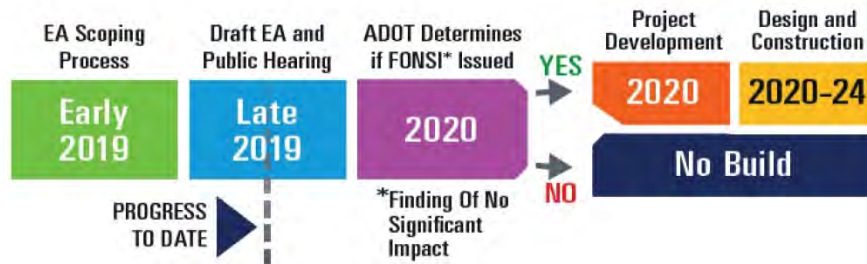
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ADOT

Schedule

- Comment period ends on November 18, 2019
- Incorporate and respond to comments
- Prepare Final EA
- ADOT will determine if Finding of No Significant Impact (FONSI) is issued



ADOT



azdot.gov/I10BroadwayCurve

ADOT

Public Hearing - Public Comments

ARIZONA DEPARTMENT OF TRANSPORTATION)
INTERSTATE 10 (I-10) BROADWAY CURVE)
INTERSTATE 17 (SPLIT) TO LOOP 202)
(SANTAN FREEWAY))
PUBLIC HEARING)
_____)

DoubleTree Conference Center
2100 South Priest Drive
Tempe, Arizona

PUBLIC COMMENTS

October 24, 2019
5:00 p.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

PREPARED FOR:
ARIZONA DEPARTMENT OF TRANSPORTATION
(Certified Copy)

PUBLIC COMMENTS

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| Samantha Rayonne..... | 8 |
| Diego Levine..... | 8 |
| Adrian Sanchez..... | 8 |
| Daniel Sanchez..... | 9 |
| Saul Madrid..... | 11 |

1 MR. EINDENESS: I have three minutes. I'll have
2 to really abbreviate this.

3 Thank you very much for letting me come here. My
4 name is Eric Frederick Eideness. I happen to be a property
5 owner in the wake of this project, and with two tenants who are
6 non-profits, and I just want to be treated fairly. And I want
7 you folks to succeed in your new duties on your MOU with the
8 Federal Highway Administration to carry out this process, but
9 what I'm going to say is presented in the spirit of trying to
10 help you. I've been trying to get this information out since
11 October 2nd. It wasn't until tonight I finally met somebody who
12 could hear me and understand what I'm talking about.

13 I have a long history in government and the
14 private sector. I was -- I wrote the first environmental impact
15 statement ever written by the Environmental Protection Agency in
16 1970 all by myself. This isn't a joke. But because of that, I
17 asked was tasked to the Council on Environmental Quality who
18 oversees it to help them write their rules. So I was involved
19 from the very beginning, and I've been involved in huge
20 groundwater projects around the country, but -- in including
21 Maricopa County, and your transportation control strategy for
22 the Clean Air Act. So I really have a lot of knowledge in this
23 area, as well as the NEPA process, and so I'm coming from that
24 perspective.

25 A decade later, I served President Reagan as one

1 of the top five people in the Environmental Protection Agency.
2 So I really understand the optics and public participation
3 stuff, and it's important to me that the NEPA process is carried
4 out.

5 I also applaud you on the MOUs you're in, and I
6 think it's a great idea, but I'll be very frank with you.
7 You're not ready. People are not skilled enough in
8 understanding NEPA. So there have been mistakes, mistakes which
9 are going to have to be corrected. The biggest mistake you made
10 was that way back when you had your first meeting in February of
11 this year -- it was a public meeting. It wasn't a hearing.
12 There was a presentation made. In it was a graphic. And I'm
13 just going to give you this, because it -- and this will really
14 shorten my presentation, because you'll be able to see what I'm
15 talking about.

16 Is this okay if I approach you? This is the
17 graphic. Maybe I can give two of them to the three of you.
18 I'll have one left over for me. It's only a few pages back.

19 That graphic is the way which ADOT presented to
20 the public for the first time what the NEPA requirements were.
21 It is a total abrogation of NEPA. It is misleading. From an
22 optical point of view, it makes -- it creates the impression,
23 this with some other things I have in my testimony, that you
24 have made up your mind on the FONSI issue without going through
25 the requirements of the federal statute, NEPA.

1 MR. GALVIN: Your time has expired.

2 MR. EINDENESS: Okay. Thank you very much.

3 MS. PARKER: Hi. I live in the neighborhood of
4 Knox, which is sort of between Warner and Ray, and just east of
5 I-10, just east of Priest.

6 And nighttime noise annoyance since the 202 went
7 in, and now these additional lanes coming in with I-10, I talked
8 to your noise experts and they said that the delta change in the
9 noise annoyance had to be above 67, and I guess we're not in
10 that range whatsoever.

11 That being said, this is a cumulative impact to
12 that neighborhood. I would like to talk a little bit more about
13 noise barriers. By the way, (inaudible) from Guadalupe, I've
14 always felt bad for them driving on the I-10. I always thought
15 they needed a noise barrier, but that neighborhood, too. You've
16 got the auto dealers that are right there, and there's
17 absolutely nothing to stop that noise from coming off of the
18 freeway. The 202 was elevated. That whole neighborhood over
19 there is being very impacted, and this would be a cumulative
20 increase in noise in the neighborhood. Even if it's would just
21 be 67 decibels, according to the noise expert. I would like to
22 suggest more mitigation on the I-10.

23 Also, air quality wise, I did look at the
24 reports, both noise and air quality. It's my understanding that
25 you didn't pass air quality transportation approval before the

1 approval. That being said, that's an awful lot of hot spot, air
2 emissions impact for that neighborhood. Mitigation will be
3 appreciated.

4 Thank you.

5 MR. GALVIN: Is Vanessa Rivera Galindo in the
6 room? Or Samantha Rayonne (phonetic). Looks like they're going
7 to be. Okay. Is Isaac Chun ready to speak? Diego Levine,
8 Adrian Sanchez or Daniel Sanchez.

9 AUDIENCE MEMBER: We're all here.

10 MR. GALVIN: If your name is on the list here,
11 please come on up and talk to us. Just first tell us your name
12 when you get up to the microphone, and the court reporter will
13 record your words.

14 MR. CHUN: My name is Isaac Chun.

15 My question I have for you guys was this project
16 sounds really good, but I was wondering if it doesn't go
17 through, is there another project in mind for expanding the
18 highway to make it easier for traffic that goes down there?

19 MR. GALVIN: Sir, this is an opportunity for you
20 to talk to the panel, but the panel doesn't have -- the panel
21 isn't going to respond. This is for you to make a statement
22 about your support or opposition to the project. The panel's
23 here to listen to the general public, but there are lots of
24 people out front there that are available to, you know, answer
25 questions and things like that.

1 MR. CHUN: All right. Thanks.

2 Okay. Then I'd like to voice I'm definitely in
3 agreeance hopefully. I'm liking what I was just hearing.

4 I know a lot of family members and educators who
5 live in that area who have to travel up I-17 and I-10, and talk
6 about how traffic was, like, congested, and I think hearing this
7 would give them a bit of more hope that they can travel a little
8 bit more safely without the risk of cars passing them, like, way
9 too close to each other. So I think that's a very good thing.

10 Okay. And...

11 MR. GALVIN: You don't have to go the full three
12 minutes if you don't want to.

13 MR. CHUN: Okay. That's the only thing I have.
14 I was, like, it's draining me already. Okay. Then yeah. I
15 think that's pretty much it for me.

16 MR. GALVIN: Okay. Great. Thanks. Thanks very
17 much.

18 And the next on the list is Vanessa Rivera
19 Galindo.

20 MS. GALINDO: Hello. So I was -- actually was
21 brought here by my professor, Daniel Sanchez, and I've got to
22 say I have to thank him, because I wasn't really informed about
23 ADOT and the whole -- everything, what's going on. And so now
24 being here, I just want to thank everyone for their
25 presentations. Now I am informed tonight. I do agree that

1 there is a big problem with traffic and that it should be fixed,
2 and I'm all for it. So thank you.

3 MR. GALVIN: Thank you.

4 The next on the list, Samantha Rayonne.

5 MS. RAYONNE: Hello. I would also like to thank
6 my professor, because if it weren't for him, we wouldn't
7 acknowledge -- wouldn't have acknowledged what problem we have.
8 So I agree with everything, what's going on. Just similar to
9 what others say, we do have a problem, and I believe this is
10 going to fix it. So thank you.

11 MR. GALVIN: Thank you.

12 And the next speaker will be Diego Levine.

13 MR. LEVINE: Hi there. I'm going to be honest.
14 I don't really take the I-10, but I found out today that a
15 couple of my friends and, you know, I guess my teacher, Daniel
16 Sanchez, uses the I-10. So this would be a really good way to
17 expand the highway. Also, I think he's caught up in traffic for
18 40 minutes and, you know, either frees or probably lowers that.
19 So thank you very much.

20 MR. GALVIN: Thank you.

21 Next speaker, Adrian Sanchez.

22 MR. ADRIAN SANCHEZ: I want to start off by
23 saying I wasn't really aware of the whole situation on how ADOT
24 handles things and stuff like that, and bringing it to my
25 attention today, now I was able to see a visual and kind of

1 understand how that would be a lot better for transportation,
2 going in and out of the city. I think that would be really good
3 for people that go around the state. So me personally, going
4 and visiting friends at ASU and such, going back and forth, that
5 would have a huge impact on somebody like me. So I'm for it.

6 Thank you.

7 MR. GALVIN: Thank you.

8 And Daniel Sanchez.

9 MR. DANIEL SANCHEZ: Hello. Thank you for your
10 time. My name is Daniel Sanchez. I'm actually a residential
11 faculty or a professor up at Paradise Valley Community College,
12 but I live down the road here in Tempe.

13 I generally just came to this out of not concern,
14 but care for our state. I think this is a phenomenal project,
15 and I think the reality is I take the 10 to the 51 up to
16 Paradise Valley all the time, and traffic is just very much
17 congested.

18 So thank you for holding this and listening to
19 our concerns, for our public (inaudible), but more importantly,
20 thank you for listening to me.

21 Now, I brought -- I offered the students, right,
22 the opportunity to get a free test if they came here and saw
23 what a public meeting is like.

24 So one thing that I would like to just voice as
25 not necessarily a concern, but something to be aware of, is this

1 appears to be going through Guadalupe or around the side of
2 this; am I correct?

3 PANEL MEMBER: This is.

4 MR. ADRIAN SANCHEZ: Guadalupe is kind of there.
5 I used to live near the area of Guadalupe in Phoenix, and I
6 would just hope that we can start to see a little bit more
7 representation on the project from groups of people that live in
8 the area. It's a very minoritized group, and we don't
9 necessarily see representation of that in the planning of this.
10 So I would hope that starts to get taken into consideration.

11 And then the second thing I want to state is I
12 hope that public transit can start to be considered more, how
13 public transit fits into this project and being made aware of
14 for the public. Are buses going to have more access to this?
15 Is there a possibility for the light rail being expanded in that
16 area? Because there's lots of people that live out in the
17 Ahwatukee area, right, and the Chandler area, the Gilbert area.
18 Mass transit could possibly solve that. Can we install that or
19 look at putting that -- a plan into this project? Because we
20 know the light rail feeds a lot into downtown Phoenix, and so I
21 think that's just one thing I would like to see incorporated.

22 And I think that's all I have. But thank you
23 for -- thank you.

24 MR. GALVIN: All right. Thank you.

25 And the next and the last one on the list, Saul

1 Madrid.

2 MR. MADRID: Good evening. I have my residence
3 on Priest and Broadway. So I live very much in the area that
4 would benefit from some of these projects.

5 Beginning with the improvement to the Broadway
6 bridge, I think it's going to alleviate traffic in -- going east
7 and west at high volume times, because right now it's kind of
8 difficult to get in there.

9 I did have one concern about if anything would
10 happen to the cemetery, but it appears some of the -- that is
11 well away from the area of impact. So unless something else is
12 foreseen, that would be a concern as to how that is properly
13 handled.

14 I use the freeway, the 10, going to and from
15 work, from entering on Broadway and exiting on Baseline. So I'm
16 very fortunate. One exit in, one exit out. But in the
17 mornings, when I'm going in, I hope I make it alive to the other
18 end, Baseline. Then coming back, from Baseline to -- to
19 Broadway, because it is very dangerous, people trying to get
20 ahead, you know, coming out of either end. So unless there are
21 some unforeseen findings, any environmental impact, I'm very
22 much in agreement and support of what is proposed.

23 Thank you.

24 PANEL MEMBER: Thank you.

25 MR. GALVIN: Thank you, sir.

1 That's currently all we have on the list for
2 registered speakers. If someone else would like to make a
3 comment, you could sign up out front at the registration desk
4 and come on up and say your peace. We'll be here for a good
5 while longer.

6 (Hearing comments concluded at 6:40 p.m.)
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CERTIFICATE OF CERTIFIED REPORTER

BE IT KNOWN that the foregoing public comments were taken before me; that the foregoing pages are a full, true and accurate record of the public comments, all done to the best of my skill and ability; that the proceedings were taken down by me in shorthand and thereafter reduced to print under my direction.

I CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

Dated at Phoenix, Arizona, this 7th day of November 2019.

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Arizona Department of Transportation
Interstate 10 (I-10) Broadway Curve

Public Hearing Interstate 17 (Split) to Loop 202 (Santan Freeway)
Public Comments
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| write (1) | | | | |
| 3:18 | 9 | | | |
| written (1) | | | | |
| 3:15 | 9 (1) | | | |
| wrote (1) | 2:10 | | | |
| 3:14 | | | | |
| Y | | | | |
| | | | | |
| year (1) | | | | |
| 4:11 | | | | |
| 1 | | | | |
| | | | | |
| 10 (2) | | | | |
| 9:15;11:14 | | | | |
| 11 (1) | | | | |
| 2:11 | | | | |
| 1970 (1) | | | | |
| 3:16 | | | | |

Min-U-Script®

Griffin Group International
602.264.2230

(4) Vanessa - 9

ARIZONA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING

IN RE:
INTERSTATE 10
BROADWAY CURVE:
Interstate 19 (Split) to Loop 202 (Santan)

DRAFT ENVIRONMENTAL ASSESSMENT - PUBLIC COMMENTS

Tempe, Arizona
October 24, 2019

REPORTED BY:
LAURA A. ASHBROOK, RMR
Certified Reporter
Certificate No. 50360

PREPARED FOR:
ADOT

(Certified Copy)

P R O C E E D I N G S

MS. THOMPSON-LEFKOWITZ: 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.

(Comments concluded.(Certified Copy)

1 STATE OF ARIZONA (Certified Copy) SS.
 2 COUNTY OF MARICOPA (Certified Copy)

3 BE IT KNOWN that the foregoing proceedings were
 4 taken before me; that the witness before testifying was
 5 duly sworn by me to testify to the whole truth; that the
 6 foregoing pages are a full, true and accurate record of
 7 the proceedings, all done to the best of my skill and
 8 ability; that the proceedings were taken down by me in
 9 shorthand and thereafter reduced to print under my
 10 direction.

11 I CERTIFY that I am in no way related to any of
 12 the parties hereto nor am I in any way interested in the
 13 outcome hereof.

14 [] Review and signature was requested; any
 15 changes made by the witness will be attached to the
 16 original transcript.

17 [] Review and signature was waived/not
 18 requested.

19 [X] Review and signature not required.

20 I CERTIFY that I have complied with the ethical
 21 obligations set forth in ACJA 7-206(F) (3(Certified Copy)
 22 and ACJA 7-206 J(1)(g) (1(Certified Copy) and (2(Certified
 23 Copy).

24 Dated at Phoenix, Arizona, this 11th day of
 25 November, 2019.

 LAURA A. ASHBROOK, RMR
 Certified Reporter
 Arizona CR No. 50360

* * *

21 I CERTIFY that GRIFFIN GROUP INTERNATIONAL, LLC,
 22 has complied with the ethical obligations set forth in
 23 ACJA 7-206 (J) (1)(g) (1(Certified Copy) through
 24 (6(Certified Copy).

 GRIFFIN GROUP INTERNATIONAL, LLC

Registered Reporting Firm
Arizona RRF No. R1005

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| | name (1) 2:3 | weather (2) 2:8,13 | | |
| A | nice (1) 2:7 | windows (2) 2:7,12 | | |
| able (1) 2:12 | night (1) 2:7 | Y | | |
| AC (1) 2:14 | north (2) 2:4,11 | year (2) 2:12,13 | | |
| B | O | 1 | | |
| barrier (1) 2:10 | open (2) 2:7,13 | 101 (1) 2:11 | | |
| Baseline (1) 2:5 | P | 2 | | |
| become (1) 2:6 | Pamela (1) 2:3 | 24/7 (1) 2:6 | | |
| C | R | | | |
| can (1) 2:6 | rather (1) 2:15 | | | |
| Comments (1) 2:16 | request (1) 2:9 | | | |
| community (1) 2:5 | residential (1) 2:5 | | | |
| concludedCertified (1) 2:16 | Road (1) 2:5 | | | |
| consider (1) 2:10 | S | | | |
| cool (2) 2:8,13 | Scottsdale (1) 2:11 | | | |
| Copy (1) 2:16 | sleep (2) 2:7,13 | | | |
| E | sound (1) 2:10 | | | |
| Electronics (1) 2:5 | strongly (1) 2:9 | | | |
| energy (1) 2:14 | T | | | |
| expend (1) 2:15 | tall (1) 2:10 | | | |
| F | THOMPSON-LEFKOWITZ (2) 2:3,4 | | | |
| freeway (1) 2:6 | Traffic (1) 2:6 | | | |
| Fry's (1) 2:4 | U | | | |
| L | up (1) 2:11 | | | |
| Last (1) 2:12 | use (1) 2:14 | | | |
| live (1) 2:4 | using (1) 2:14 | | | |
| longer (1) 2:7 | W | | | |
| loud (1) 2:6 | walls (1) 2:10 | | | |
| N | | | | |

Appendix K: Written Comment Forms

THURSDAY, OCTOBER 24, 2019



COMMENT FORM

YOUR INPUT IS IMPORTANT TO US! Please return your comment form at the meeting or by email or postal service to one of the addresses printed below. Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request. Please print clearly. Thank you.

I think that you need to seriously consider adding additional lanes from Ray south thru 202 east & west. It is getting extremely congested from Ray Rd south and it 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.

Name: *Parrela Thompson LeFkowitz*
Address: [REDACTED]

Phone: [REDACTED]
Email address: [REDACTED]

Comments must be received by November 18, 2019 to be included in the Study record.

ADOT Communications ADOT Project No. 010 MA 149 F0072 01D
1655 W. Jackson St., MD 126F Federal Aid No. 010-C(220)T
Phoenix, AZ 85007 BroadwayCurve@azdot.gov



Draft Environmental Assessment Public Hearing | 11

THURSDAY, OCTOBER 24, 2019



COMMENT FORM

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Nighttime noise annoyance in the neighborhood of I-10 and Kneib 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.

Name: *Cynthia Parker*
Address: [REDACTED]

Phone: [REDACTED]
Email address: [REDACTED]

Comments must be received by November 18, 2019 to be included in the Study record.

ADOT Communications ADOT Project No. 010 MA 149 F0072 01D
1655 W. Jackson St., MD 126F Federal Aid No. 010-C(220)T
Phoenix, AZ 85007 BroadwayCurve@azdot.gov



Draft Environmental Assessment Public Hearing | 11

THURSDAY, OCTOBER 24, 2019



COMMENT FORM

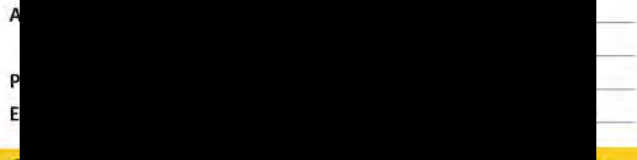
YOUR INPUT IS IMPORTANT TO US! Please return your comment form at the meeting or by email or postal service to one of the addresses printed below. Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request. Please print clearly. Thank you.

Thank you for the great presentation -
Looking forward to the start of
this project

Gaby & her team do a great job -
The best of any I have attended
We have attended all of your meetings

Thank you

Name: MARION BROWNELL



Comments must be received by November 10, 2019 to be included in the Study record.

ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C(220)T
BroadwayCurve@azdot.gov



Draft Environmental Assessment Public Hearing | 11

THURSDAY, OCTOBER 24, 2019



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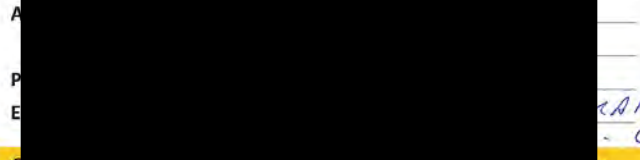
GOOD TO SEE NB143 @
UNIVERSITY WIDEA TO 3 LANES

NOT CRAZY ABOUT WESTERN
CANAL TRAIL BRIDGE OVER
I-10 - A LOT OF \$! FOR

WHAT? HOW MANY PEOPLE
WOULD USE IT?

THANKS

Name: WILLIAM AUTREY



Comments must be received by November 10, 2019 to be included in the Study record.

ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C(220)T
BroadwayCurve@azdot.gov



Draft Environmental Assessment Public Hearing | 11

COMMENT FORM

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Please send layout of area
- my residence faces the current berm
- " " faces east on Coronado
between Southern & the Western Canal.

Community is named The Meadows,
a mobile home park.

Name: Elaine Burdette

Address:

Phone:

Email:

Comments:

Study record.

ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C(220)T
BroadwayCurve@azdot.gov



Comments by Frederic A. Eidsness on the Proposed I-10 Broadway
Curve Project Environmental Assessment, Double Tree by Hilton, Tempe, AZ
6:00PM, 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 I-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 I-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. 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. 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 CEQ'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.

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?

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.

EXH. A

Frederic A. Eidsness



CERTIFIED MAIL
USPS # 70191120000230048060

October 2, 2019

Ms. Sonja Munoz
Right of Way Agent
Right of Way Group
Arizona Department of Transportation
1801 W. Jefferson Street
Suite 120, MD 102M
Phoenix, Arizona 85007

RE: Inquiry, Project 010 MA 151 H7441 01R, Highway 1-10, Section Salt River to Baseline, Parcel 7-10628

Dear Ms. Munoz:

I am writing this letter to establish direct contact with an official of the ADOT regarding the expansion of I-10 that affects my warehouse on Illini Street in Phoenix; and, to make two specific requests. I am sending you a certified letter to ensure that I achieve direct contact and that you have a hard copy of my requests and concerns.

I learned in the past few days that ADOT and its agents undertook a site visit of my property on April 11, 2019 in order to initiate a real estate appraisal of my property. I had no advanced knowledge of this and was told that a letter was presumably sent to me that I never received; nor did my attorney, bookkeeper or local broker and agent receive such a letter. I would like a copy of the letter. Apparently, the letter designated a date and hour that ADOT and its appraisers would appear on site. There was no coordination with me whatsoever. This is shocking news to me as it has only been since late August that I fully realized my property was again in the sights of ADOT and faced eviction of my tenant, two nonprofit organizations who do not want to leave, and potential condemnation.

Had I known of this meeting, I would have contacted my tenant and personally attended the meeting along with my real estate broker to provide material input into the appraisal. My tenant having presumably been told that I had been contacted and assumed that I was aware of your request/demand for a site visit, accommodated ADOT's team. She never mentioned it to me or to my broker who visits her frequently on my behalf. She had no reason to under the circumstances.

As it turns out, I was never contacted by ADOT or its agents and have never had an opportunity to provide direct input before ADOT reached its conclusion of the results of the appraisal and forwarded them to me for consideration for an acquisition. This coordination,

which apparently is standard operating procedure in these situations, or at the least common courtesy, would have yielded information that is vital to the appraisal. For example, as a condition of my reducing rent from then current market prices under a five-year lease with my tenant, the tenant expended over \$185,000 in improvements, improvements that revert to me, not the tenant. There is other vital information.

Having run a large federal agency involving grants for public works projects planning, design and construction and delegation agreements with all 57 states and territories pertaining thereto, I know for a certainty that when a governmental agency commits to a decision, regardless of the circumstances or compliance with rules, regulations and standard operating procedures, it will defend that decision, even if there is a process of negotiations to reconcile differences in opinion after the fact.

Therefore, I request that I be afforded an opportunity to meet with representatives of ADOT and its agents who attended the April 11, 2019 site visit and subsequently conducted the appraisal of my property. I could meet with your appraiser only in their offices if you so wish so that they might consider revisions based on my input, or in your offices. The meeting should occur before you complete your internal review and forward the appraisal to me through official channels. Please contact me on the proposed date and time that this meeting can be held or direct that I contact your appraiser to set up a meeting with them in their offices. I will make appropriate arrangements. Please give me at least a week to round up my team and make travel arrangements from Colorado to Arizona.

The second request has to do with compliance with the National Environmental Policy Act of 1969, the process and requirements of which I am very familiar having written the first draft EIS ever written in the nation on a federal action proposed by my federal employer way back in 1971. Subsequently, I was responsible for signing off and enforcing national regulations affecting states and municipalities administering and complying with NEPA under my agency's grant program.

Specifically, has the ADOT or U.S. Department of Transportation issued a Finding of No Significant Impact (the so-called FONSI), on the stretch of I-10 that affects my property through an acquisition or condemnation proceeding? I have searched ADOT's web site and in at least two locations found a critical path schedule that specifically shows an "Anticipated FONSI" being issued in early 2000. One link I believe is the subject of my property (<https://azdot.gov/sites/default/files/2019/07/i-10-broadway-curve-public-info-scoping-meeting-presentation-022619.pdf>). I apologize if there is such an announcement of the FONSI in the public record. I just cannot find it on ADOT's web site, if it exists, I would like a copy of the announcement.

If the FONSI has not been issued, when does ADOT anticipate that it will, in what form and in what publication according to your own rules and regulations and that of FDOT for NEPA compliance? Please forward these request for clarification to the appropriate department, office, desk or responsible individual for a written response to these questions.

The potential taking of my warehouse is a traumatic experience for me. The issue was first raised by a reprehensive of ADOT's in January 2012 and involved an offer of early acquisition. I declined as I had already faced a significant loss of income owing to the recession and tanking of real estate market at the time; an underpaying tenant I wanted to evict but could not afford to and inability to get a full paying tenant owing to the widespread knowledge

and rumors of ADOT's acquisition of property for the I-10 expansion; and, a potential valuation of 50 cents on the dollar according to my legal advisors should I enter into early acquisition. I was in a triple bind.

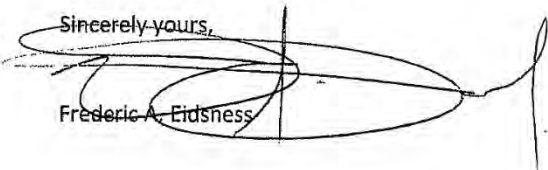
I am almost 75 years of age, a decorated and disabled Vietnam Combat Veteran and former Presidential Appointee whose only mission in the time I remain on this earth is to preserve my modest estate and continue to support my extended family paying for medical, living and educational expenses for my three children and five grandchildren. What and how ADOT does its job directly affects me.

I hope you will afford me the opportunity to provide direct input into the appraisal question with your appraiser **before** you have concluded your internal review and to answer my questions.

Thank you very much for your consideration.

Sincerely yours,

Frederic A. Eidsness

A large, stylized handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke, positioned over the printed name.

EXH. B

Biographical Sketch
Frederic A. (Eric) Eidsness

Frederic ("Eric") Eidsness, 74, is a civil engineer (Vanderbilt University, 1967) who after combat service as a Naval Officer in the Riverine Forces of South Vietnam from 1968/69, entered the environmental field by joining the Federal Water Quality Administration in the Fall of 1970. In December 1970 it became the core of the newly formed U.S. Environmental Protection Agency (EPA) where he quickly rose to the position of spokesman for the Region IV Atlanta, GA Regional Administrator. Mr. Eidsness authored the first draft Environmental Impact Statement written on EPA's own action and was detailed to produce a policy option paper for EPA's Administrator on the application of the National Environmental Policy Act of 1969 to Transportation Control Plans produced for Nonattainment Areas under the Clean Air Act of 1970 – including that of the metropolitan Phoenix/Maricopa County SMSA planning area.

After leaving EPA in 1973 he entered the private sector where as a senior project manager for the internationally known think-tank and consulting firm, Arthur D. Little, Inc. (Cambridge, Mass), Mr. Eidsness returned to EPA as one of five Reagan Appointed Cabinet-level officials and ran the biggest and oldest of EPA's media programs with policy, budget and management sway over 2,000 civil servants located in ten regions and seven laboratories, with an annual operating budget of \$200 million and a \$2.4-billion-dollar grant program for municipalities for construction of wastewater treatment systems. While at EPA, Mr. Eidsness distinguished himself for clearing an enormous backlog of regulations under three statutes, delegation agreements to implement EPA's public works grant program and permits and enforcement; and reformed old regulations to update them to the times, to make them more understandable, less restrictive and therefore more flexible to unleash scientific and engineering innovation.

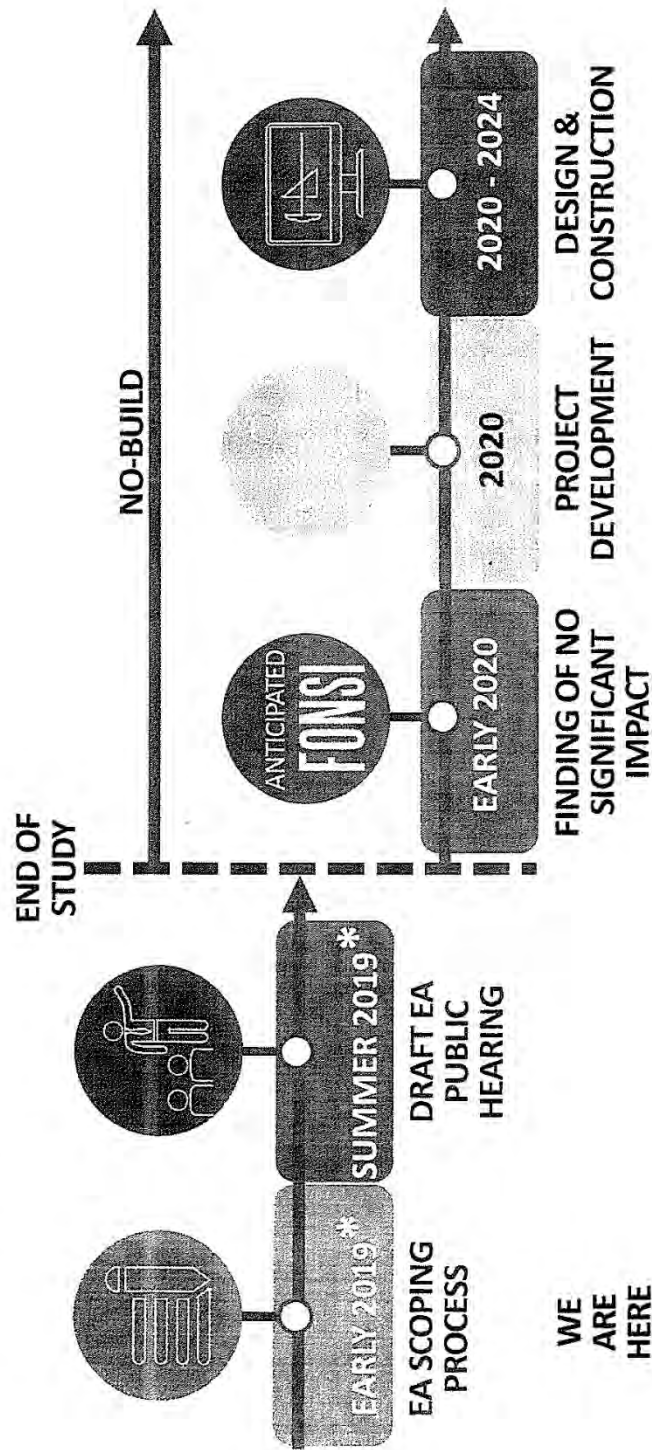
Upon leaving EPA, Mr. Eidsness ran a large engineering/remediation company, was director of governmental and regulatory affairs for a national remediation company and a Vice President of CH2M Hill where he was instrumental in bringing the design/build turnkey project model to the company including such projects as the first design/build/operate wastewater treatment project for a major industrial client and first High Performance Team turnkey remediation of a Superfund project.

Mr. Eidsness has extensive experience with public participation associated with implementing federal environmental statutes at the federal, state and local area. He broke the mold of conventional Federal or State agency telling, and public listening. Between 1975-1978 Mr. Eidsness managed a controversial water quality management planning program in Northern Colorado funded by EPA. Of the 147 planning agencies funded by EPA, the Larimer-Weld planning agency (and its successors) is the only one in the nation that is still fully funded 100% by local governments who provide an ongoing engineering service to 30 small farming towns in planning and designing wastewater treatment system to meet growth demands along Colorado's Eastern Front Range, and conducts an ongoing chemical and biological survey of the three major river systems resulting in collaborative decision making with the state regulatory agency under a body of regulations reformed while Mr. Eidsness was in EPA Headquarters. With his 91-member citizen's advisory committee and extensive networking to universities, state and federal officials, the public participation process was much like a primary political campaign – no lecturing and listening!

Mr. Eidsness has three grown children and five grandchildren. He is retired, but expects to publish a memoir/early account of EPA called *"The Gorilla in the Closet"* which explains why EPA is so political and difficult to manage and its future.

EXH. C

Schedule



* Formal Public Input Opportunity

ADOT

ARIZONA
ASSOCIATION OF
GOVERNMENTS

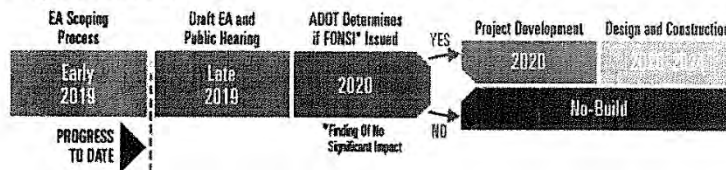
U.S. Department
of Transportation
Federal Highway
Administration



EXHIBIT D

ADOT's EA is guided by the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality (CEQ) regulations, and federal and state environmental process requirements. Following the public review and comment period, a Final EA will be distributed with a selected alternative and a determination of the significance of the impacts will be made. If the Final EA determines that there are no significant impacts associated with the proposed improvements, the project will receive a Finding of No Significant Impact (FONSI).

Project Schedule



If a FONSI is received for this study, the study will move forward into the project development, design and construction process. Construction would begin in late 2020 and could take up to four years to complete.

Business Outreach

The I-10 Broadway Curve corridor provides important roadway connections for thousands of businesses in the area and across the metropolitan Phoenix area. ADOT will provide business representatives with regular project updates and opportunities to provide input/feedback throughout the project process. More information can be found on [Business Outreach](#).

Public Input

A public hearing on the Draft Environmental Assessment will be held on Thursday, October 24, 2019 from 5:00 p.m. – 8:00 p.m. at the DoubleTree by Hilton Phoenix-Tempe Conference Center located at 2100 South Priest Drive in Tempe.

Members of the public are invited to attend the hearing to learn more about the Draft Environmental Assessment and provide feedback.

More information about the public hearing and other opportunities to provide input to the project are available on the [Public Outreach](#) tab.

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EXH. 2 National Environmental Policy Act

Congress passed the National Environmental Policy Act (NEPA) in 1969 in response to increasing public concern in the 1950s and 1960s about the effects of human activity on the environment. The stated purpose of NEPA is to "encourage productive and enjoyable harmony between man and his environment." While NEPA focuses on environmental protection, the law does not mandate any minimum substantive standards for environmental quality. Rather, NEPA establishes a procedural framework that obligates all federal agencies to consider environmental impacts prior to taking any "major Federal actions significantly affecting the quality of the human environment."¹

Methods

Under NEPA, all federal agencies are required to assess potential environmental impacts of "major Federal actions;" including any major actions funded under a program of federal grants.²

Complying with the procedural requirements of NEPA often includes multiple steps (Figure 1). First, the agency must determine if their proposed major federal action has significant environmental impacts—typically through an Environmental Assessment (EA).³ If the EA reveals no significant impacts, the agency may proceed with the action after issuing a Finding of No Significant Impact (FONSI). If the EA reveals significant impacts, however, then the agency must prepare a detailed report known as an Environmental Impact Statement (EIS). This EIS must report on a variety of items including, but not limited to:⁴

- A statement on the proposed need for the action and what the agency expects to achieve;
- discussion of the direct and indirect environmental effects of the proposed action and their significance;
- any adverse environmental effects which cannot be avoided should the proposal be implemented;
- alternatives to the proposed action (including no action) and their environmental impacts

In preparing an EIS, the federal agency must consult with and obtain comments from cooperating agencies regarding any environmental impact involved in the proposed action. This includes inviting and responding to public comments through the regulatory process beginning with a Notice of Intent in the Federal Register and concluding with a Record of Decision.⁵

Results

Typically, less than one percent of federal actions require an EIS. In 2012, federal agencies began preparation on 404 EISs, including: 102 (25%) from the U.S. Forest Service; 56 (14%) from the Bureau of Land Management; 21 (5%) from the National Park Service; and 19 (5%) from the U.S. Fish and Wildlife Service.⁶

Discussion

Since the law's passage, courts have played a significant role in NEPA implementation due to a variety of factors including the central role of public participation in the NEPA process. Affected stakeholders often file a lawsuit to challenge agency compliance with NEPA—which can slow proposed federal actions—though most NEPA analyses do not result in litigation. While NEPA is primarily a procedural law, the preparation of an EA, and more importantly an EIS, can lead to more informed agency decision making by discovering and addressing design problems while providing greater transparency and opportunity for the public to voice their concerns.

Implications for Wildlife Professionals

Wildlife professionals play an integral role in developing or contributing to the preparation of an EA or EIS whether through direct consultation with the agency or through the notice and comment period. Preparation of an EIS, though, can take time and affect a federal agency's ability to swiftly address emerging natural resource issues—of the 197 Final EISs prepared in 2012 the average preparation time was 4.6 years. As a result, it's important for wildlife professionals working for or with federal agencies to integrate NEPA early in the planning process.⁷

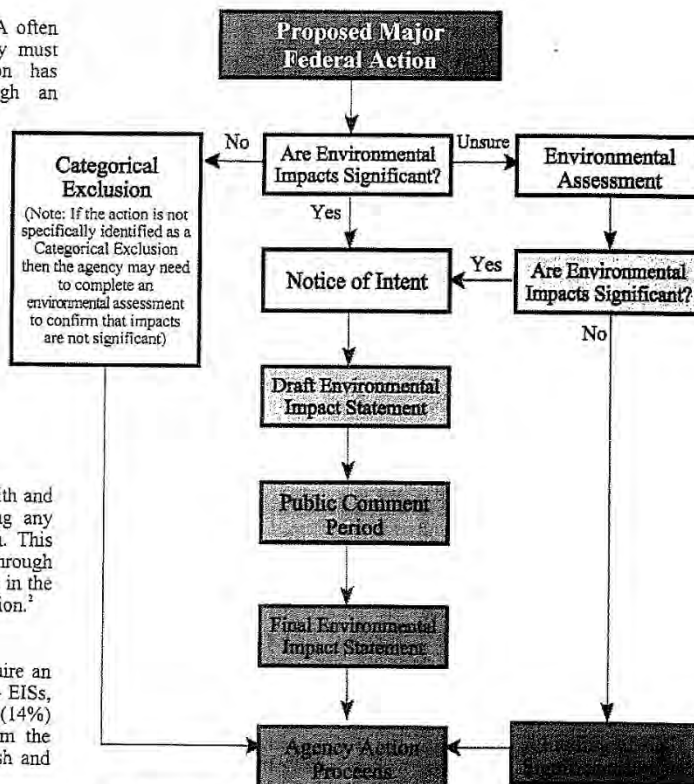


Figure 1. Simplified version of NEPA process (Credit: Adapted from 40 C.F.R. §§ 1501-1506)

Property / Owner w/ Tenant

wrote first EIS

MOU - we are not ready

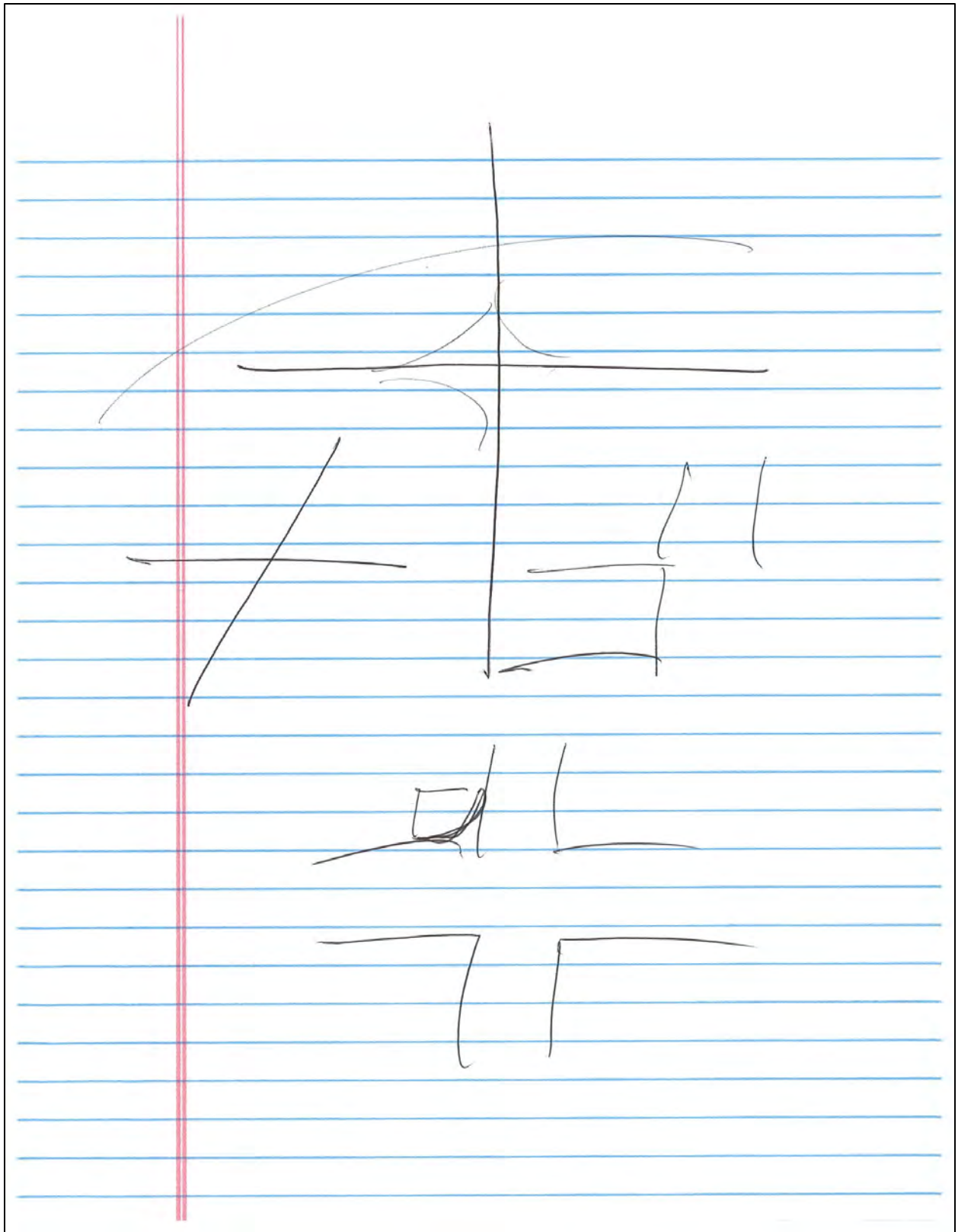
Est only -

Re determining the

-
- Sound mitigation
Cumulative effects of noise
 - Air quality

If project doesn't go through
is there another plan?

- Priest's boundary - alternative traffic
- protect the cemetery



Appendix L: Online Comment Forms

| # | Date | Name | Comment |
|---|----------|---------------|--|
| 1 | 10/04/19 | TEST | TEST |
| 2 | 10/05/19 | Jackson Hurst | I like how the project avoids impacts to Sky Harbor International Airport. |
| 3 | 10/05/19 | Sam Modell | I feel like having 2 HOV lanes will be very confusing for the drivers. |
| 4 | 10/07/19 | Guru Sandhu | 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 |
| 5 | 10/08/19 | Thomas Bell | 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. |
| 6 | 10/08/19 | Dan Sherman | 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!!!!!!!!!!!! |
| 7 | 10/10/19 | Bing L | 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. |
| 8 | 10/12/19 | Ryan Fiedler | 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 |

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| 9 | 10/15/19 | Alan Singer | 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. |
| 10 | 10/17/19 | Carla Wykoff | 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 |
| 11 | 10/23/19 | Tristan B. | <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> |
| 12 | 10/23/19 | Cliff Anderson | <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> |
| 13 | 10/24/19 | Peter Cunningham | 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. |
| 14 | 10/24/19 | Regina Hiesel | Please allow the expansion. The congestion is out of control. |

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| 15 | 10/24/19 | Jon Edwards | Respondent skipped this question |
| 16 | 10/24/19 | Jim | Please get this project work! It really would make my or many other people's life easier! |
| 17 | 10/24/19 | Kathleen Kirk | 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. |
| 18 | 10/24/19 | test | test |
| 19 | 10/24/19 | Zack Taylor | 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. |
| 20 | 10/24/19 | Jeff Caslake | <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> |
| 21 | 10/24/19 | Sophia Cynthia Parker | 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 |
| 22 | 10/24/19 | David Holtom | 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). |
| 23 | 10/24/19 | Bill Mager | <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> |

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| 24 | 10/24/19 | Mark Fletcher | 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. |
| 25 | 10/24/19 | Tamara Haller | 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. |
| 26 | 10/24/19 | Michael Torla | <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> |

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| 27 | 10/25/19 | Brandon Imhoff | <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/ https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/ http://plazaperspective.com/road-widening/ 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> |
| 28 | 10/26/19 | Samuel Coleman | <p>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.</p> |
| 29 | 10/26/19 | Aleesa Sells | <p>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</p> |

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| | | | fixed earlier? Why does it all have to be right now? It's a bit overbearing sometimes |
| 30 | 10/27/19 | Barb Brooks | 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. |
| 31 | 10/29/19 | Patricia Contreras | 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. |
| 32 | 11/06/19 | Jana Lynn Granillo | 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. |
| 33 | 11/14/19 | Jessica Hartrich | 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! |
| 34 | 11/15/19 | Ryan Guzy | 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. |

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| 35 | 11/16/19 | Christopher Bradford | <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 inbetween 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>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</p> |
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| | | | <p>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> |
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Appendix M: Email, Letter and Phone Comments

| # | Date | Name | Channel | Comment |
|---|------------|-------------------|---------|---|
| 1 | 10/7/2019 | Daniel Pina | 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> |
| 2 | 10/7/2019 | Guru Sandhu | 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> |
| 3 | 10/7/2019 | Leslie Pilgrim | 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> |
| 4 | 10/8/2019 | Larissa Marinelli | Phone | <p>My name is Larissa Marinelli. My phone number is [REDACTED] Email [REDACTED] 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> |
| 5 | 10/11/2019 | Mrs. Johnson | Phone | <p>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</p> |


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| | | | | <p>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 [REDACTED] Thank you very much.</p> |
| 6 | 10/17/2019 | Frederic Eidsness | Phone | <p>My name is Frederic Eidsness My telephone number is [REDACTED] My email is [REDACTED] 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 [REDACTED]</p> |
| 7 | 10/8/2019 | Cynthia Parker | Email | <p>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</p> |
| 8 | 10/9/2019 | Adrian Roosen | 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> |
| 9 | 10/14/2019 | Rodney Terry | Email | <p>Sent from Mail for Windows 10 Rodney Terry</p> <p>[REDACTED]</p> <p>10.10.19 NUMBER 3 / FOURTH Mailing; Words; 7389 Pages; 35 Minus Eighteen Pages of Addresses 17 Pages</p> |

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| | | | | <p>L M N O P Q 6789</p> <p>THINKING OVER HIS JESUS CHRIST ENERGY, LOVE AND WORD AND STRENGTH....</p> <p>10/11/19 9:00 A.M.</p> <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?! Its Called FREE Energy, Plenty To Eat, And Revivals? Try To Think Over Firemen and Policemen, Their Deaths, or Archaeologist and The Excavation's and Archaeology? 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?, Certainly Not Act?</p> <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> |
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| | | | | <p>10/14/19 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? 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> <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?</p> <p>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!?</p> <p>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</p> |
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| | | | | <p>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!!! Try To Imagine I Worked Really HARD To Do This, And I Hope You or Anyone Can Make Head's or Tails of It?! 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? Thank You Again Sincerely,</p> <p>Rodney Terry</p> <p>1. > Hypnotic Board Of Examiners Email Address Feedback CARE OF YOUTUBE 09/18/19 Did E Mail [X] 09/20/19 Did E Mail [X] 09/21/19 Did E-mail [X] 09/23/19 Did E-mail [X] 09/26/19 Did E-mail [X] 10/02/19 DID EMAIL AGAIN [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>2. > Google Email Address Feedback CARE OF YOUTUBE 09/18/19 Did E Mail [X] 09/20/19 Did E Mail [X] 09/21/19 Did E-mail [X] 09/23/19 Did E-mail [X] 09/26/19 Did E-mail [X] 10/02/19 DID EMAIL AGAIN [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>3. > AMAZON Email Address Feedback CARE OF YOUTUBE 09/18/19 DID EMAIL []</p> |
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| | | | | <p>46. > A.F.L.-C.I.O. Development and Research FEEDBACK CARE OF YOUTUBE DID EMAIL 10/02/19 [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>47. > NASA JUST A ANOTHER THOUGHT FEEDBACK CARE OF YOUTUBE DID EMAIL 10/02/19 [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>48. > Hillary Clinton FEEDBACK CARE OF YOUTUBE DID EMAIL 10/01/19 [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>49. > Barack Obama FEEDBACK CARE OF YOUTUBE DID EMAIL 10/01/19 [X] DID EMAIL 10/03/19 [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>50. > Bill Clinton FEEDBACK CARE OF YOUTUBE DID EMAIL 10/01/19 [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>51. > Jerry Brown FEEDBACK CARE OF YOUTUBE DID EMAIL 10/01/19 [X] 10/10/19 DID EMAIL [x] 10/17/19 DID EMAIL []</p> <p>52. > Hypnotic Board Of COUNSELORS Email Address Feedback CARE OF YOUTUBE 09/18/19 Did E Mail [X]</p> |
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| | | | | 10/03/19 DID EMAIL [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL [] 59. > American Health Care Association FEEDBACK CARE OF YOUTUBE 10/03/19 DID EMAIL [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL [] 60. > Chamberlain College of Nursing chamberlain.edu https://chamberlain.edu FEEDBACK CARE OF YOUTUBE 10/03/19 DID EMAIL [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL [] 61. > AWHONN - The Association of Women's Health FEEDBACK CARE OF YOUTUBE 10/03/19 DID EMAIL [X] 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL [] 62. > Rite of Acceptance - Liturgy and Sacraments - Catholic ... https://forums.catholic.com/t/rite-of-acceptance/133001 FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL [] 63. > AskACatholic - Ask us the question that's on your mind today! https://askacatholic.com/question/askus_a_question_today.cfm FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL [] 64. > 8 Reasons to Go to Mass - Catholic Education Resource Center https://www.catholiceducation.org/.../parenting/8-reasons-to-go-to-mass.html FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL [] |
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| | | | | <p>65. > Church Ministry Needs Assessment Questions - mintools.com https://mintools.com/ministry-assessment-questions.htm FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>66. > Prayer for Five Graces - The Catholic Church Simplified https://www.catholicity.com/prayer/prayer-for-five-graces.html FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>67. > CBS News FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>68. > ABC News FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>69. > NBC News FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>70. > TELEVISION LOCAL GOVERNMENT ACCESS FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL [X] 10/17/19 DID EMAIL []</p> <p>71. > FORENSIC FILES FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL [X] 10/xx/19 DID EMAIL []</p> <p>LAWYERS;</p> <p>72. > How to find an attorney to help for free. Finely Revealed FEEDBACK CARE OF YOUTUBE</p> |
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| | | | | <p>10/10/19 DID EMAIL <input checked="" type="checkbox"/></p> <p>10/17/19 DID EMAIL <input type="checkbox"/></p> <p>73. > Free Lawyers in Arizona - Get Free Consultation with Attorneys Legal Yogi FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL <input checked="" type="checkbox"/> 10/17/19 DID EMAIL <input type="checkbox"/></p> <p>74. > Legal Aid Resources Arizona Court Help FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL <input checked="" type="checkbox"/> 10/17/19 DID EMAIL <input type="checkbox"/></p> <p>75. > Free Legal Help in USA Legal Yogi FEEDBACK CARE OF YOUTUBE 10/10/19 DID EMAIL <input checked="" type="checkbox"/> 10/17/19 DID EMAIL <input type="checkbox"/></p> <p>76. > lillygrovembc FEEDBACK CARE OF YOUTUBE 10/17/19 DID EMAIL <input type="checkbox"/></p> <p>77. > baptist ministry FEEDBACK CARE OF YOUTUBE 10/17/19 DID EMAIL <input type="checkbox"/></p> <p>78. > ethics & religious liberty commission FEEDBACK CARE OF YOUTUBE 10/17/19 DID EMAIL <input type="checkbox"/></p> <p>10.06.19 6:00 A.M.</p> <p>Entitled; Children Haunting</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</p> |
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| | | | | <p>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? 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 (CURIOUSLY) The Conservation of The FREE Energy? The Conservation of?, And Curiously; Is The Death Of, If The Killing Of, A Waste Of The FREE Energy?]</p> <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 7:00 A.M.</p> <p>Entitled; I Think I Can Imagine A Veteran, That Can Think Over</p> |

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| | | | | <p>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> <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</p> |
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| | | | | <p>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 Anybodies 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> <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> |
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| | | | | <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 Centerable 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> <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</p> |
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| | | | | <p>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?, 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? Imagine The Sun Shine, and Any Axis (Synonyms; Horizon, Root, Seat, Turning Point, Articulation, Link, Core, Heart, Direction,</p> |
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| | | | | <p>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> <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> |
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| | | | | <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> <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</p> |
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| | | | | <p>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?! 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> <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</p> |
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| | | | | <p>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 Ether? 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?!</p> <p>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?, 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> <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?</p> <p>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</p> |
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| | | | | <p>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>[REDACTED]</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 | 10/15/2019 | Don Smith | Email | <p>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?</p> <p>Don Smith</p> |
| 11 | 10/21/19 | Feng Zhang | 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</p> <p>[REDACTED]</p> |

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| 12 | 10/23/2019 | Joe Perez | 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> |
| 13 | 10/24/2019 | Will Elsner | 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> |
| 14 | 10/25/2019 | Sara Gifford | Email | <p>Hello,</p> <p>I was hoping to attend last nights presentation but had to work late. I live at [REDACTED] 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?</p> <p>Thank you,</p> |

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| | | | | Sara Gifford |
| 15 | 10/25/2019 | Marion Brownell | 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</p> <div style="background-color: black; width: 100px; height: 15px; margin-top: 5px;"></div> |
| 16 | 10/25/2019 | Jennifer Stepp, MD | 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. |

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| | | | | <p>6. Consider a separate connection between hw 60 and the 143 to alleviate traffic.</p> <p>7. Have two lanes exit 143 to airport East entrance.</p> <p>Thank you, Jennifer Stepp MD</p> |
| 17 | 10/29/2019 | Phil McCreary | Email and Phone | <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 [REDACTED] [REDACTED] 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>Hi this is Phil McCreary. My property is impacted on the Broadway Curve alignment that we're doing. My property's address is [REDACTED] 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 [REDACTED] 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> |
| 18 | 11/5/2019 | Dan Coffeey | Email | <p>Hi ADOT,</p> <p>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 [REDACTED] 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.</p> <p>Sincerely,</p> <p>Dan Coffey</p> |
| 19 | 11/8/2019 | Milburn Hayes | Letter | See Attachment Below |
| 20 | 11/12/2019 | Frederic Eidsness | Email / Letter | See Attachment Below |

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| 21 | 11/14/2019 | Ron Lindsey | 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> |
| 22 | 11/14/2019 | Frederic Eidsness | Email / Letter | See Attachment Below |
| 23 | 11/15/2019 | Scott Bracken | 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</p> |

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| 24 | 11/14/2019 | Kevin O. Martin | 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> |
| 25 | 11/15/2019 | Doug Newton | Email | <p>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 [REDACTED] 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.</p> |
| 26 | 11/17/2019 | Robert Glover | 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> |

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| 27 | 11/17/2019 | Bill and Tina Strickler | 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</p> <p>Bill and Tina Strickler</p> |
| 28 | 11/17/2019 | Bobby Gordon | 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</p> |

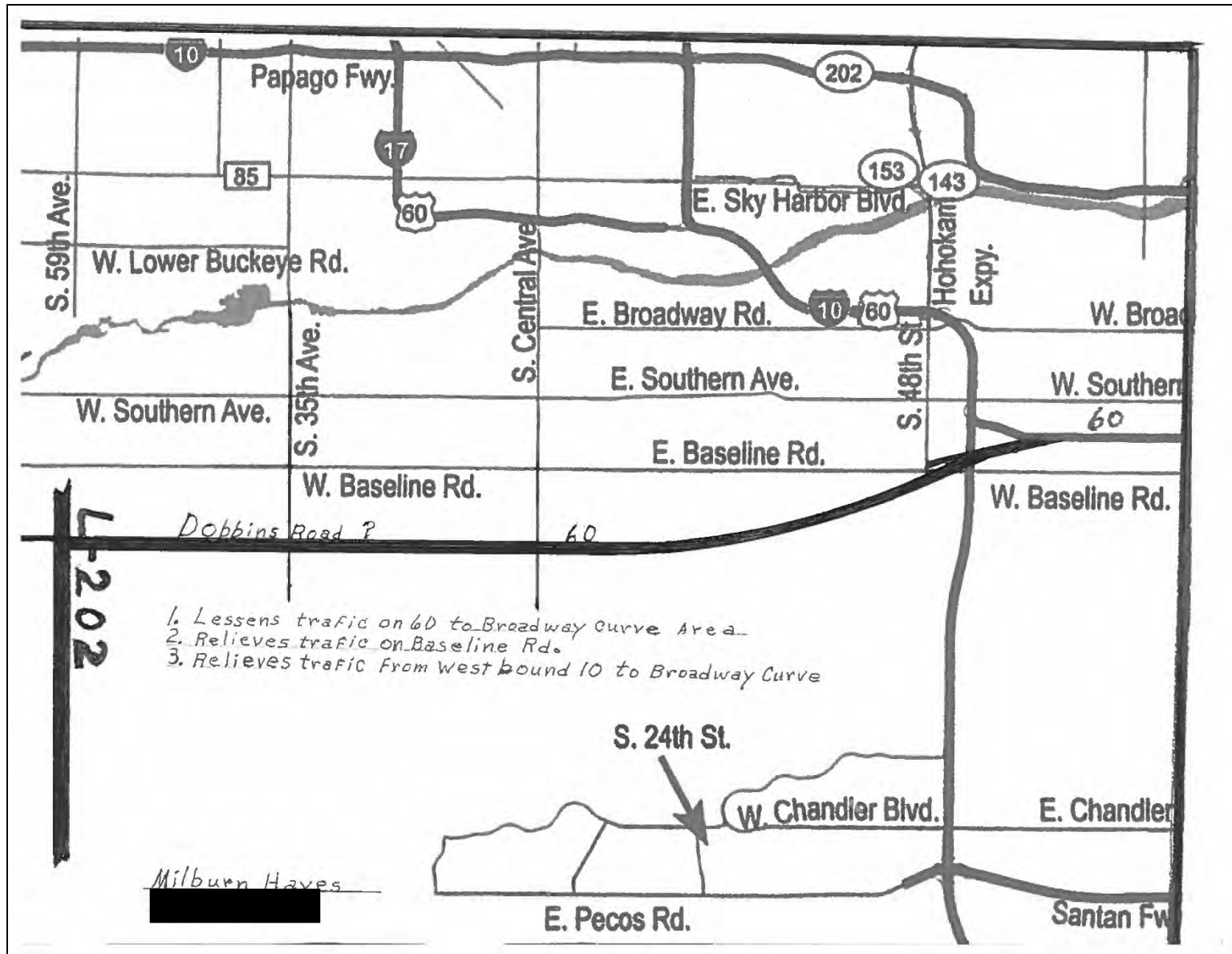
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| | | | | <p>being “Beamed” in the eye every time I drive under one of these lamps. The fixtures in use now do not do a very good job of diffusing the light so that it doesn’t blind drivers or take your attention away from the road. They may not significantly 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</p> |
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| | | | | <p>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. Bobby Gordon</p> |
| 29 | 11/18/2019 | Anthony Altosino | 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, Anthony Altosino</p> |
| 30 | 11/18/2019 | Ginger Masters | 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>Best Regards,</p> <p>Ginger Masters ALCP, ASLA</p> |
| 31 | 11/18/2019 | Sharon Quan | 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, Sharon</p> |

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| 32 | 11/18/2019 | William Flynn | Email | <p>Good afternoon,</p> <p>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?</p> <p>Thank you,</p> <p>William Flynn</p> |
| 33 | 11/18/2019 | Spencer Van Heel | 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> |
| 34 | 11/18/2019 | Dean Bellville | 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> |

Attachment from Ginger Masters:





Attachments from Frederic A. Eidsness

Frederic A. Eidsness



November 12, 2019

Arizona Department of Transportation
I-10 Broadway Curve Study
c/o ADOT Communications
1655 W. Jackson St. MD 126F
Phoenix, AZ 85007

RE: Public Comment on Draft Environmental Assessment, Proposed I-10 Broadway Curve Project

Ladies and Gentlemen:

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.

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. 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 I-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.

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.

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.

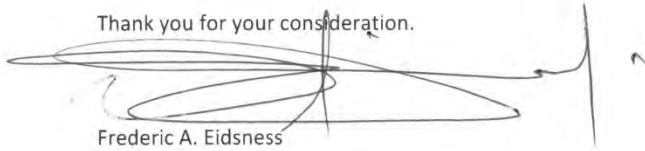
IMPACTS DURING CONSTRUCTION: The EA describes in three brief paragraphs a three to four-year construction phase stating, *"The anticipated impacts to traffic resulting in congestion would continue until construction is complete"*. The particulars of the construction phase are not discussed, or are their 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 I-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.

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.

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.

Thank you for your consideration.

A handwritten signature in black ink, consisting of several overlapping loops and a vertical line extending upwards from the center.

Frederic A. Eidsness

Attachment

Frederic A. Eidsness



November 14, 2019

Arizona Department of Transportation
I-10 Broadway Curve Study
c/o ADOT Communications
1655 W. Jackson St. MD 126F
Phoenix, AZ 85007

RE: Public Comment on Draft Environmental Assessment, Proposed I-10 Broadway Curve Project – 2nd Supplemental Comments

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)

and

"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 I-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.

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. 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.

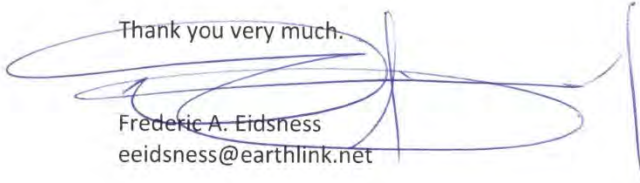
Also, I received a telephone call from an ADOT Senior Planner directly involved in the NEPA process and we had an in-depth conversation about the misleading information that ADOT had advanced to the public. I requested that the Senior Planner, who made the presentation to the public the evening of October 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.

Thank you very much.

Frederic A. Eidsness
eeidsness@earthlink.net





302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@azmag.gov ▲ www.azmag.gov

October 28, 2019

I-10 Broadway Curve Study
c/o ADOT Communications
1655 West Jackson Street, Mail Drop 126F
Phoenix, AZ 85007

ADOT Communications and Study Team Members:

Thank you for the opportunity to comment on the Interstate 10 Broadway Curve: I-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.

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:

- 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.

More Than 50 Years of Serving the Region

City of Apache Junction ▲ Arizona Department of Transportation ▲ City of Avondale ▲ City of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Town of Florence
Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend ▲ Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe
City of Litchfield Park ▲ City of Maricopa ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix ▲ Pinal County ▲ Town of Queen Creek
Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown

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.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric J. Anderson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Eric J. Anderson
Executive Director

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).

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).

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.

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.

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.

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.

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).

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.



Douglas A. Ducey
Governor

ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY



Misael Cabrera
Director

November 18, 2019

I-10 Broadway Curve Study
c/o ADOT Communications
1655 W. Jackson St. MD 126F
Phoenix, AZ 85007

Dear Project Manager:

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.

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 the 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.

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 Emissions Control Program Manager, at 602-771-2352.

Sincerely,

Daniel Czecholinski
Air Quality Director

Phoenix Office
1110 W. Washington St. • Phoenix, AZ 85007
602-771-2300

Southern Regional Office
400 W. Congress St. • Suite 433 • Tucson, AZ 85701
520-628-6733

azdeq.gov