

Project Level PM Quantitative Hot-Spot Analysis - Project of Air Quality Concern Questionnaire

Project Setting and Description

The City of Mesa, in coordination with the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), proposes to develop a new 2-mile-long arterial roadway, known as Signal Butte Road, on the Signal Butte Road alignment from Williams Field Road to Pecos Road (Segment 1) and from Pecos Road to Germann Road (Segment 2). The two adjacent segments will be designed concurrently and constructed under a single project.

By summer 2022, ADOT anticipates completing the construction of an extension of State Route 24 (SR-24), the Gateway Freeway, from Ellsworth Road to Ironwood Road. The Signal Butte Road Project is an important connection to the SR-24, which will improve connectivity, increase traffic flow, and promote development in Southeast Mesa.

Signal Butte Road is being developed as part of the City of Mesa Transportation Plan 2040, which defines the ultimate roadway width as a 6-lane arterial roadway in Segment 1 and a 4-lane arterial roadway in Segment 2. [This project will construct only a portion of the ultimate roadway, referred to in this report as the proposed project or the Build scenario.](#)

The detailed scope of work for the Signal Butte Road Project is listed below.

Segment 1:

- [Construct a roadway section consisting of two travel lanes in each direction, a paved shoulder 8 feet wide, and a raised median.](#)
- Reconstruct approximately a quarter mile of Pecos Road to accommodate the new intersection with Signal Butte Road, including a new left turn lane.
- Install drainage improvements to accommodate off-site stormwater, including cross culvert arrays, riprap settling basins, outlet protection, and daylighting to existing grade.
- Install a new 24-inch water main.
- Place decomposed granite in the raised medians and install sleeves for future landscape irrigation.

Segment 2:

- [Construct a roadway section consisting of one travel lane in each direction, with curb and gutter and a paved shoulder.](#)
- Reconstruct approximately a half mile of Germann Road to accommodate the new intersection with Signal Butte Road, including a new left turn lane.
- Install drainage improvements to accommodate pavement drainage, including scuppers and ditches that convey pavement drainage to new

drainage basins.

- Match the Signal Butte Road Improvements, constructed by a developer, on the south side of Germann Road.

Scope Common to Both Segment 1 & Segment 2:

- Install new traffic signals.
- Install new conduit and fiber optic cabling throughout the Project limits.
- Install roadway lighting, including new street light poles and conduit throughout the full Project limits.
- Install new conduit and conductors from SRP transformers to serve signal and lighting meters.
- Install new pavement markings.
- Install permanent and temporary signage, as required.
- Relocate or adjust utilities, as required, including overhead lines.
- Conduct geotechnical investigation and pothole if and as needed.
- Remove and replace existing fences.
- Construct new driveways.
- Relocate sections of existing earthen and concrete irrigation ditches and farm roads.

As a part of the construction of the Signal Butte Road extension, the road will be constructed approximately at-grade with some sections of fill required to raise the road over proposed drainage culverts.

The Project construction is tentatively scheduled to be completed in the same time frame as SR-24, with an expected duration of approximately 12 months. Traffic control measures will be implemented to minimize impacts on motorists and bicyclists.

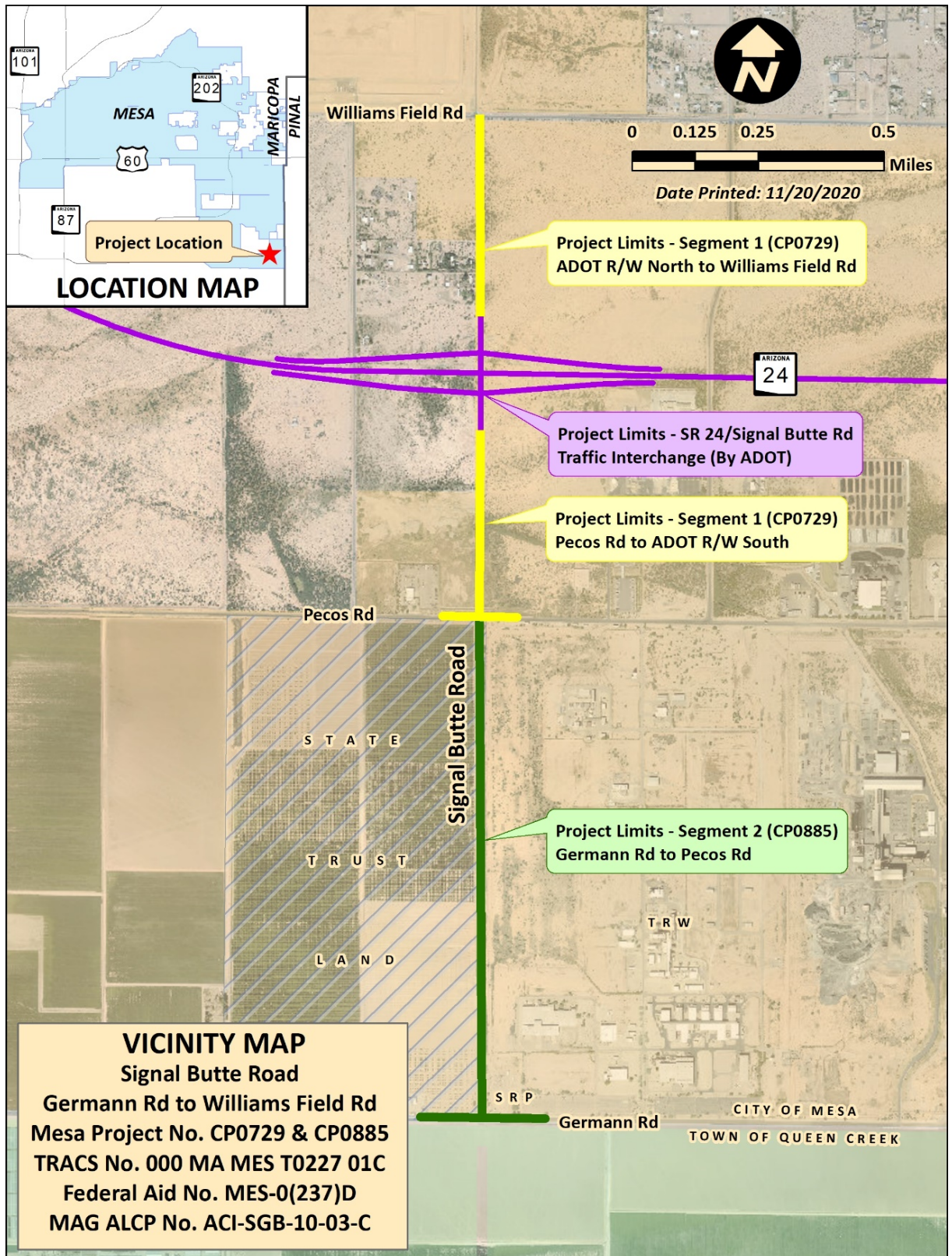
This project is located within the City of Mesa, Maricopa County, Arizona (see Figure 1). This project is included in the FY 2020-2024 MAG TIP, a recent Amendment #5 was approved by the MAG Regional Council on Wednesday, September 30, 2020. This project is listed with MAG TIP ID MES22-161, Signal Butte Rd: Williams Field Rd to Germann Rd, with open to traffic date phase of project scheduled in Spring 2022.

Project Assessment

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

- i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of an increase in traffic volumes from a significant number of diesel vehicles related to the project;
- iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Figure 1. Project Location



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

On March 10, 2006, EPA published *PM_{2.5} and PM₁₀ Hot-Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM_{2.5} and Existing PM₁₀ National Ambient Air Quality Standards; Final Rule* describing the types of projects that would be considered a project of air quality concern and that require a hot-spot analysis (71 FR 12468- 12511). Specifically on page 12491, EPA provides the following clarification: "Some examples of *projects of air quality concern* that would be covered by § 93.123(b)(1)(i) and (ii) are: A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;" .." Expansion of an existing highway or other facility that affects a congested intersection (operated at Level-of-Service D, E, or F) that has a significant increase in the number of diesel trucks;" These examples will be used as the baseline for determining if the project is a project of air quality concern.

-None of the project types listed above are relevant to the project.

New Highway Capacity

Is this a New highway project that has a significant number of diesel vehicles?

Example: total traffic volumes $\geq 125,000$ annual average daily traffic (AADT) and truck volumes $\geq 10,000$ diesel trucks per day (8% of total traffic).

NO – As shown in Table 1 below, this is a new highway project that does not have a significant number of diesel vehicles.

Table 1. Truck Traffic Volumes & Projections (ADT)

Roadway Segment	No Build (Existing)				2025 Build (Post Project)				2040 Build				2040 Build-No Build Delta	
	No. of Lanes	Total ADT	Truck* ADT	Truck* (%)	No. of Lanes	Total ADT	Truck* ADT	Truck* (%)	No. of Lanes	Total ADT	Truck* ADT	Truck* (%)	Total ADT	Truck* ADT
Signal Butte Rd (north of SR 24)	2	0	0	0%	4	13,807	439	3.2%	4	16,029	510	3.2%	16,029	510
Signal Butte Rd (SR 24 to Pecos Rd)	0	0	0	0%	4	28,356	2,873	10.1%	4	32,920	3,335	10.1%	32,920	3,335
Signal Butte Rd (Pecos Rd to <u>Germann Rd</u>)	0	0	0	0%	2	13,407	666	5.0%	2	15,565	773	5.0%	15,565	773
Pecos Rd	2	4,968	977	19.7%	4	10,686	1,822	17.1%	4	12,406	2,115	17.0%	7,438	1,138

Source: MAG Traffic projections (May 10, 2020) provided by ADOT via Sharefile

*Note: Truck volumes represent Medium and Heavy truck volumes, as provided by MAG

Expanded Highway Capacity

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

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

NO – This is not an expanded highway project that has a significant number of diesel vehicles as shown in Table 1.

Projects with Congested Intersections

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

NO – As shown in Tables 1 and 2, the 2040 Build condition for this project will not affect a congested intersection (LOS D or greater) that has a significant number of diesel trucks, nor will this project change the LOS to D or greater at any intersection because of a significant increase in diesel truck traffic volumes.

Table 2. Level of Service Summary

Intersection	Level of Service (LOS); Delay (seconds)					
	Existing (No Build)		Post Project (2025 Build)		2040 Build	
	am	pm	am	pm	am	pm
Williams Field Rd & Signal Butte Rd*	n/a	n/a	A	A	B	B
Pecos Rd & Signal Butte Rd **	n/a	n/a	C; 27.8	C; 33.8	C; 21.3	C; 21.5
Germann Rd & Signal Butte Rd **	n/a	n/a	B; 15.7	C; 22.3	B; 11.3	B; 11.4

*Source: MAG data (May 10, 2020) provided by ADOT via Sharefile

**Note: Pecos Road and Germann Road intersections do not exist at this time. 2025 & 2040 Level of Service and Delay based upon traffic analysis performed included in Appendix.

New Bus and Rail Terminals

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

NO – This project does not involve new bus or rail terminals; therefore, project types (iii) and (iv) are not addressed in the project assessment.

Expanded Bus and Rail Terminals

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

NO – This project does not involve new bus or rail terminals; therefore, project types (iii) and (iv) are not addressed in the project assessment.

Projects Affecting PM Sites of Violation or Possible Violation

Does the project affect locations, areas or categories of sites that are identified in the PM₁₀ or PM_{2.5} applicable plan or implementation plan submissions, as appropriate, as sites of violation or potential violation?

NO – The PM₁₀ and PM_{2.5} State Implementation Plans (SIPs) did not identify any specific sites or potential sites of violation. Therefore, no specific sites or potential sites

of violation are identified.

POAQC Determination

State whether the project is a Project of Air Quality Concern (POAQC) and summarize the response(s) above that support that determination. Document the relevant agencies that require interagency consultation on any input for the questionnaire from Federal, state, and local transportation and air agencies as necessary for this project per 40 CFR 93.105. This information will be included in subsequent air quality analysis and project level conformity determination reports.

The Signal Butte Road (Williams Field Road to Germann Road) project complies with and will not interfere with the implementation of any control measures included in the ADOT 2017-2021 Statewide Transportation Improvement Program (STIP) or the MAG 2018-2022 Transportation Improvement Program (TIP). The project is not anticipated to create LOS D conditions or worsen such conditions at intersections with a significant number of diesel vehicles, and the project would not significantly increase the number of diesel vehicles in the 2040 design year or any interim year.

Therefore, ADOT is presenting this project for interagency consultation in accordance with 40 CFR 93.105 as a Project that is **NOT** of Air Quality Concern and thereby will not require a PM hot-spot analysis.

Interagency Consultation Results

On October 14, 2020 ADOT, in coordination with City of Mesa, provided a copy of this questionnaire, to the following consultation parties, EPA, MAG, Arizona Department of Environmental Quality (ADEQ), and Maricopa County Air Quality Department as the local air agencies in Maricopa County. There were comments received to make significant changes to how the traffic data was presented and on January 22, 2021 ADOT provided the changes as noted throughout this document in blue. There were no objections to the project determination and on February 9, 2021 ADOT concluded Interagency Consultation by notifying interested parties that this project will proceed as a project that does not require a quantitative PM10 hot-spot analysis under 40CFR 93.123(b).



Beverly Chenausky <bchenausky@azdot.gov>

Re: Interagency Consultation: MES-0(237)D | 000 MA MES T0227 Signal Butte Road Improvements: Williams Field to Germann Road

1 message

Beverly Chenausky <bchenausky@azdot.gov>

Tue, Feb 9, 2021 at 10:07 AM

To: Lindy Bauer <lbauer@azmag.gov>, Transportationconformity <transportationconformity@azdeq.gov>, "Wamsley.Jerry" <wamsley.jerry@epa.gov>, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, Rebecca Yedlin <rebecca.yedlin@dot.gov>

Cc: Eric Prosnier <EProsnier@azdot.gov>, Jennifer Donahue <Jennifer.Donahue@mesaaz.gov>, Paul O'brien <POBrien@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>, Dean Giles <dgiles@azmag.gov>, Clifton Meek <meek.clifton@epa.gov>, "Jennifer (FHWA)" <jennifer.elsken@dot.gov>, Karina O'Conner <oconnor.karina@epa.gov>, Patricia Hunter <phunter@azdot.gov>

As ADOT did not receive any additional comments on the update to the information provided on January 22, 2021, consultation on the CO and PM10 hot-spot assessment(s) has concluded. Also, as there are no objections to the project determination presented for PM10, interagency consultation is complete with the project identified as a project that does not require a quantitative hot-spot analysis as listed under 40 CFR 93.123(b) and does not require hot-spot modeling for CO under 40 CFR 93.123(a)(2).

Thank you.

Beverly T. Chenausky
Air & Noise Program Manager

MD EM02, Room 41
1611 W. Jackson St.
Phoenix, AZ 85007
602.712.6269
[azdot.gov](mailto:bchenausky@azdot.gov)



On Fri, Jan 22, 2021 at 11:17 AM Beverly Chenausky <bchenausky@azdot.gov> wrote:

ADOT and the City of Mesa received comments to revise how the traffic data was provided in the prior documents to describe the phases of this project's development and the associated traffic that represent all interim and existing phases. These changes include clarifying the tables to include an "Existing (No Build)" a "Post Project (2025 Build)" and a "2040 Build" scenario to reflect that the no build condition is without a roadway in the table instead of verbally describing it as a non existing roadway. Also a table to include truck traffic volumes in the form of ADT's, instead of peak hour, was added in the PM document, as opposed to referencing the traffic data provided externally. The traffic memo associated with these updates are included in the revised PM10 document (T0227_PM_Questionnaire_for_Consultation_011521REV.docx) similar corrections were made to the CO document (T0227_CO_Questionnaire_for_informational_purposes_011521REV.docx) the traffic data tables provided in ShareFile prior and the Appendixes included for illustrative purposes in the CO document have not changed from what was provided prior.

Due to the significant change in the way the traffic data is presented we are circulating the documents back out for interagency review and concurrence that this project is not a project of air quality concern for PM10 under 40 CFR 93.123 (b) and does not require hot-spot modeling for CO under 40 CFR 93.123(a)(2), ADOT is requesting responses to the attached documents within **10 business days**. The documents are provided in word to easily follow the track changes, if needed.

Beverly T. Chenausky
Air & Noise Program Manager

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On Tue, Oct 20, 2020 at 10:28 AM Beverly Chenausky <bchenausky@azdot.gov> wrote:

A few agencies have requested additional time for review, please provide comments by November 4, 2020.

Thank you.

Beverly T. Chenausky
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On Wed, Oct 14, 2020 at 10:46 AM Beverly Chenausky <bchenausky@azdot.gov> wrote:

ADOT, in coordination with the City of Mesa (Certification Acceptance agency), is presenting the following local project, **Signal Butte Road Improvements: Williams Field to Germann Road**, for interagency consultation for PM10, per 40 CFR 93.105 as a potential project that is **not** a project of Air Quality Concern and thereby **will not** require a PM10 hot-spot analysis. If through interagency consultation it is determined that this project will not require a hot-spot analysis, other conformity provisions apply and will be addressed in the air quality section of the environmental clearance. ADOT is requesting responses to the attached PM questionnaire within **10 business days**; a non-response will be interpreted as concurrence that the project is not a project of air quality concern and does not require a hot-spot analysis. If any consulted party believes this project should be treated as a project of air quality concern that requires a Quantitative PM hot-spot analysis, please document the appropriate section under 40 CFR 93.123 (b) that applies to the project and describe why the project should be treated as a project of air quality concern. Additional supporting data used for the City's Traffic Analysis Memo (included as "Appendix" in the T0227_PM_Questionnaire_for_Consultation_10132020.pdf) will be provided through a separate ShareFile notification.

Also, for informational purposes, ADOT, is including the CO assessment for this project. This project has very low traffic volumes and does not require CO modeling for transportation conformity purposes under 40 CFR 93.123(a). Additionally, a portion of this project area and a representative intersection (Ironwood) was subsequently modeled for CO in an Environmental Assessment as part of the larger ADOT SR24 project. As the SR24 assessment included a CO analysis for a nearby congested intersection, and because this project's traffic data does not trigger CO modeling for transportation conformity purposes under 40 CFR 93.123(a), ADOT is providing supplemental information from the SR24 project analysis for the qualitative CO hot-spot analysis is required under 40 CFR 93.123(a)(2). The CO modeling from a similar congested intersection demonstrated that under congested conditions a CO hot-spot wouldn't occur, thereby this project without congested intersections would not not cause or contribute to any new localized CO violations, increase the frequency or severity of any existing CO violations, or delay timely attainment of any NAAQS or any required interim emission reductions or other milestones in the CO maintenance area. A summary of the results of the SR24 analysis and a recent environmental reevaluation is included in the "Appendix" of the T0227_PM_Questionnaire_for_informational_purposes_10132020.pdf.

If you have any questions or need assistance using ShareFile or need additional time to review the materials please let me know.

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Beverly Chenausky <bchenausky@azdot.gov>

RE: Interagency Consultation: MES-0(237)D | 000 MA MES T0227 Signal Butte Road Improvements: Williams Field to Germann Road

1 message

Wamsley, Jerry <Wamsley.Jerry@epa.gov>
To: Beverly Chenausky <bchenausky@azdot.gov>

Tue, Feb 9, 2021 at 9:57 AM

Hello Beverly,

Thank you for passing along the POAQC revisions and checking in. I have no additional comments on the POAQC.

Jerry

From: Beverly Chenausky <bchenausky@azdot.gov>
Sent: Monday, February 8, 2021 7:19 AM
To: Wamsley, Jerry <Wamsley.Jerry@epa.gov>
Subject: Re: Interagency Consultation: MES-0(237)D | 000 MA MES T0227 Signal Butte Road Improvements: Williams Field to Germann Road

Jerry,

I just wanted to check in on if you have anything to add to from your prior comments?

Beverly T. Chenausky
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Beverly Chenausky <bchenausky@azdot.gov>

ADEQ Response: MES-0(237)D | 000 MA MES T0227 Signal Butte Road Improvements: Williams Field to Germann Road

1 message

Transportationconformity - AZDEQ <transportationconformity@azdeq.gov>

Fri, Jan 29, 2021 at 10:10 AM

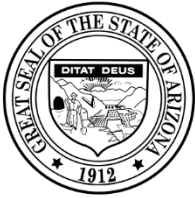
To: Beverly Chenausky <bchenausky@azdot.gov>, Sarah Fitzgerald <fitzgerald.sarah@azdeq.gov>

Hi Beverly, I hope everything is going well!
A letter of no comment is attached.
Enjoy your weekend!

Amanda Luecker

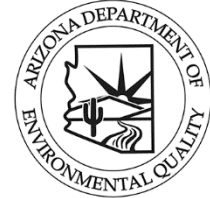


Traffc Revisions _ Signal Butte Road Hot Spot Consultation Comment Letter signed.pdf
252K



Douglas A. Ducey
Governor

ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY



Misael Cabrera
Director

January 29, 2021

Beverly T. Chenausky
Air & Noise Program Manager
MD EM02, Room 41
1611 W. Jackson St.
Phoenix, AZ 85007

Dear Ms. Chenausky:

We have reviewed the Arizona Department of Transportation's (ADOT) revised *Project Level CO Hot-Spot Analysis Questionnaire* and *Project Level PM Quantitative Hot Spot Analysis – Project of Air Quality Concern Questionnaire* for the Signal Butte Road Improvements: Williams Field to Germann Road project (ADOT Project No.: 000 MA MES T0227), received by our office on January 22, 2021.

The Arizona Department of Environmental Quality (ADEQ) does not have comments on the project's air quality analysis at this time. We consider transportation planning an important part of our mission to protect and enhance public health and the environment in Arizona. ADEQ looks forward to additional opportunities to consult with ADOT.

Sincerely,

Daniel Czecholinski
Air Quality Director

Phoenix Office

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602-771-2300

Southern Regional Office

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

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Beverly Chenausky <bchenausky@azdot.gov>

RE: Interagency Consultation: MES-0(237)D | 000 MA MES T0227 Signal Butte Road Improvements: Williams Field to Germann Road

1 message

Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
To: "bchenausky azdot.gov" <bchenausky@azdot.gov>

Thu, Jan 28, 2021 at 9:31 AM

FHWA has no additional comments at this time. - Rebecca

From: Beverly Chenausky <bchenausky@azdot.gov>
Sent: Friday, January 22, 2021 11:17 AM
To: LBauer <lbauer@azmag.gov>; Transportationconformity <transportationconformity@azdeq.gov>; Wamsley.Jerry <wamsley.jerry@epa.gov>; Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>; Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Cc: Dean Giles <dgiles@azmag.gov>; Jennifer Donahue <Jennifer.Donahue@mesaaz.gov>; Paul O'brien <POBrien@azdot.gov>; ADOTAirNoise - ADOT <adotairnoise@azdot.gov>; Patricia Hunter <phunter@azdot.gov>; Eric Prosnier <EProsnier@azdot.gov>; Elsen, Jennifer (FHWA) <jennifer.elsen@dot.gov>; Clifton Meek <meek.clifton@epa.gov>; Karina O'Conner <oconnor.karina@epa.gov>
Subject: Re: Interagency Consultation: MES-0(237)D | 000 MA MES T0227 Signal Butte Road Improvements: Williams Field to Germann Road

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

ADOT and the City of Mesa received comments to revise how the traffic data was provided in the prior documents to describe the phases of this project's development and the associated traffic that represent all interim and existing phases. These changes include clarifying the tables to include an "Existing (No Build)" a "Post Project (2025 Build)" and a "2040 Build" scenario to reflect that the no build condition is without a roadway in the table instead of verbally describing it as a non existing roadway. Also a table to include truck traffic volumes in the form of ADT's, instead of peak hour, was added in the PM document, as opposed to referencing the traffic data provided externally. The traffic memo associated with these updates are included in the revised PM10 document (T0227_PM_Questionnaire_for_Consultation_011521REV.docx) similar corrections were made to the CO document (T0227_CO_Questionnaire_for_informational_purposes_011521REV.docx) the traffic data tables provided in ShareFile prior and the Appendixes included for illustrative purposes in the CO document have not changed from what was provided prior.

Due to the significant change in the way the traffic data is presented we are circulating the documents back out for interagency review and concurrence that this project is not a project of air quality concern for PM10 under 40 CFR 93.123 (b) and does not require hot-spot modeling for CO under 40 CFR 93.123(a)(2), ADOT is requesting responses to the attached documents within **10 business days**. The documents are provided in word to easily follow the track changes, if needed.

Beverly T. Chenausky
Air & Noise Program Manager
MD EM02, Room 41
[1611 W. Jackson St.](#)

Additionally, a portion of this project area and a representative intersection (Ironwood) was subsequently modeled for CO in an Environmental Assessment as part of the larger ADOT SR24 project. As the SR24 assessment included a CO analysis for a nearby congested intersection, and because this project's traffic data does not trigger CO modeling for transportation conformity purposes under 40 CFR 93.123(a), ADOT is providing supplemental information from the SR24 project analysis for the qualitative CO hot-spot analysis is required under 40 CFR 93.123(a)(2). The CO modeling from a similar congested intersection demonstrated that under congested conditions a CO hot-spot wouldn't occur, thereby this project without congested intersections would not not cause or contribute to any new localized CO violations, increase the frequency or severity of any existing CO violations, or delay timely attainment of any NAAQS or any required interim emission reductions or other milestones in the CO maintenance area. A summary of the results of the SR24 analysis and a recent environmental reevaluation is included in the "Appendix" of the T0222_PM_Questionnaire_for_informational_purposes_10132020.pdf.

If you have any questions or need assistance using ShareFile or need additional time to review the materials please let me know.

Beverly T. Chenausky
Air & Noise Program Manager
MD EM02, Room 41
[1611 W. Jackson St.](#)
Phoenix, AZ 85007
602.712.6269
[azdot.gov](#)

[]

Appendix C – Interagency Consultation Documentation

Comments from Consultation Ending on November 4, 2020



Beverly Chenausky <bchenausky@azdot.gov>

RE: Interagency Consultation: MES-0(237)D | 000 MA MES T0227 Signal Butte Road Improvements: Williams Field to Germann Road

1 message

Wamsley, Jerry <Wamsley.Jerry@epa.gov>

Mon, Nov 9, 2020 at 9:52 AM

To: Beverly Chenausky <bchenausky@azdot.gov>

Cc: "Lee, Anita" <Lee.Anita@epa.gov>, "Meek, Clifton" <meek.clifton@epa.gov>, "OConnor, Karina" <OConnor.Karina@epa.gov>

Hello Beverly,

Thank you for the opportunity to review and comment on the Project of Air Quality Concern Questionnaires (PM and CO-informational) for the Signal Butte Road Improvements project in the City of Mesa in Maricopa County. We have no comments or suggestions for your review.

Also, thank you for the additional time to review the Questionnaires.

Sincerely,

Jerry Wamsley

From: Beverly Chenausky <bchenausky@azdot.gov>**Sent:** Tuesday, October 20, 2020 10:29 AM**To:** Lindy Bauer <lbauer@azmag.gov>; Transportationconformity <transportationconformity@azdeq.gov>; Wamsley, Jerry <Wamsley.Jerry@epa.gov>; Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>; Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>**Cc:** Dean Giles <dgiles@azmag.gov>; Jennifer Donahue <Jennifer.Donahue@mesaaz.gov>; Paul O'brien <POBrien@azdot.gov>; ADOTAirNoise - ADOT <adotairnoise@azdot.gov>; Patricia Hunter <phunter@azdot.gov>; Eric Prosnier <EProsnier@azdot.gov>; Jennifer (FHWA) <jennifer.elsken@dot.gov>; Meek, Clifton <meek.clifton@epa.gov>; OConnor, Karina <OConnor.Karina@epa.gov>**Subject:** Re: Interagency Consultation: MES-0(237)D | 000 MA MES T0227 Signal Butte Road Improvements: Williams Field to Germann Road

A few agencies have requested additional time for review, please provide comments by November 4, 2020.

Thank you.

Beverly T. Chenausky
Air & Noise Program Manager
MD EM02, Room 41
[1611 W. Jackson St.](#)

Phoenix, AZ 85007
602.712.6269
azdot.gov

On Wed, Oct 14, 2020 at 10:46 AM Beverly Chenausky <bchenausky@azdot.gov> wrote:

ADOT, in coordination with the City of Mesa (Certification Acceptance agency), is presenting the following local project, **Signal Butte Road Improvements: Williams Field to Germann Road**, for interagency consultation for PM10, per 40 CFR 93.105 as a potential project that is **not** a project of Air Quality Concern and thereby **will not** require a PM10 hot-spot analysis. If through interagency consultation it is determined that this project will not require a hot-spot analysis, other conformity provisions apply and will be addressed in the air quality section of the environmental clearance. ADOT is requesting responses to the attached PM questionnaire within **10 business days**; a non-response will be interpreted as concurrence that the project is not a project of air quality concern and does not require a hot-spot analysis. If any consulted party believes this project should be treated as a project of air quality concern that requires a Quantitative PM hot-spot analysis, please document the appropriate section under 40 CFR 93.123 (b) that applies to the project and describe why the project should be treated as a project of air quality concern. Additional supporting data used for the City's Traffic Analysis Memo (included as "Appendix" in the T0227_PM_Questionnaire_for_Consultation_10132020.pdf) will be provided through a separate ShareFile notification.

Also, for informational purposes, ADOT, is including the CO assessment for this project. This project has very low traffic volumes and does not require CO modeling for transportation conformity purposes under 40 CFR 93.123(a). Additionally, a portion of this project area and a representative intersection (Ironwood) was subsequently modeled for CO in an Environmental Assessment as part of the larger ADOT SR24 project. As the SR24 assessment included a CO analysis for a nearby congested intersection, and because this project's traffic data does not trigger CO modeling for transportation conformity purposes under 40 CFR 93.123(a), ADOT is providing supplemental information from the SR24 project analysis for the qualitative CO hot-spot analysis is required under 40 CFR 93.123(a)(2). The CO modeling from a similar congested intersection demonstrated that under congested conditions a CO hot-spot wouldn't occur, thereby this project without congested intersections would not not cause or contribute to any new localized CO violations, increase the frequency or severity of any existing CO violations, or delay timely attainment of any NAAQS or any required interim emission reductions or other milestones in the CO maintenance area. A summary of the results of the SR24 analysis and a recent environmental reevaluation is included in the "Appendix" of the T0227_PM_Questionnaire_for_informational_purposes_10132020.pdf.

If you have any questions or need assistance using ShareFile or need additional time to review the materials please let me know.

Beverly T. Chenausky
Air & Noise Program Manager
MD EM02, Room 41
[1611 W. Jackson St.](http://1611.W.Jackson.St)
Phoenix, AZ 85007
602.712.6269
azdot.gov



Beverly Chenausky <bchenausky@azdot.gov>

RE: Signal Butte Road ADEQ Response Letter

1 message

Wamsley, Jerry <Wamsley.Jerry@epa.gov>
To: Beverly Chenausky <bchenausky@azdot.gov>

Mon, Nov 9, 2020 at 9:45 AM

Hello Beverly,

Thank you for checking in and passing along ADEQ's comments. To informally confirm, I have no concerns with the POAQC analysis. I will follow up shortly with a more formal "no comment comment letter".

Jerry

From: Beverly Chenausky <bchenausky@azdot.gov>
Sent: Friday, November 6, 2020 2:29 PM
To: Wamsley, Jerry <Wamsley.Jerry@epa.gov>
Cc: ADOTAirNoise - ADOT <adotairnoise@azdot.gov>
Subject: Fwd: Signal Butte Road ADEQ Response Letter

Jerry - I haven't heard anything back from you on this, do you have any additional concerns (we will be correcting a few grammatical errors clarifications) I am providing ADEQ's concurrence letter on this project.

Beverly T. Chenausky
Air & Noise Program Manager
MD EM02, Room 41
[1611 W. Jackson St.](#)
Phoenix, AZ 85007
602.712.6269
[azdot.gov](#)



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

From: **Transportationconformity - AZDEQ** <transportationconformity@azdeq.gov>
Date: Wed, Nov 4, 2020 at 11:52 AM
Subject: Signal Butte Road ADEQ Response Letter
To: Beverly Chenausky <bchenausky@azdot.gov>
Cc: Sarah Fitzgerald <fitzgerald.sarah@azdeq.gov>, Steven Calderon <calderon.steve@azdeq.gov>

Hi Beverly,

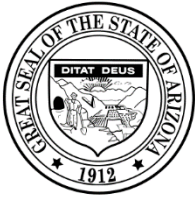
It was nice to hear from you! Our response is attached. Please let me know if you have any questions. It was very helpful to have the response deadline extended to today.

Thank you,

Amanda Luecker

Associate Transportation Planner

ADEQ



Douglas A. Ducey
Governor

ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY



Misael Cabrera
Director

November 4, 2020

Beverly T. Chenausky
Air & Noise Program Manager
MD EM02, Room 41
1611 W. Jackson St.
Phoenix, AZ 85007

Dear Ms. Chenausky:

We have reviewed the Arizona Department of Transportation's (ADOT) *Project Level CO Hot-Spot Analysis Questionnaire* and *Project Level PM Quantitative Hot Spot Analysis – Project of Air Quality Concern Questionnaire* for the Signal Butte Road Improvements: Williams Field to Germann Road project (ADOT Project No.: 000 MA MES T0227), received by our office on October 14, 2020.

The Arizona Department of Environmental Quality (ADEQ) does not have comments on the project's air quality analysis at this time. We consider transportation planning an important part of our mission to protect and enhance public health and the environment in Arizona. ADEQ looks forward to additional opportunities to consult with ADOT.

Sincerely,

Daniel
Czecholinski

Digitally signed by Daniel
Czecholinski
Date: 2020.11.03
11:06:52 -07'00'

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



Beverly Chenausky <bchenausky@azdot.gov>

Re: Beverly Chenausky has shared the folder 'T0227 Signal Butte Road' with you.

1 message

Beverly Chenausky <bchenausky@azdot.gov>
To: "Lee, Anita" <Lee.Anita@epa.gov>
Cc: "Wamsley, Jerry" <Wamsley.Jerry@epa.gov>

Thu, Oct 15, 2020 at 6:11 PM

Of course, thank you for your quick reply.

Jerry, please let me know how much time you need when you return.

Beverly T. Chenausky
Air & Noise Program Manager

MD EM02, Room 41

1611 W. Jackson St.

Phoenix, AZ 85007

602.712.6269

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On Thu, Oct 15, 2020 at 6:03 PM Lee, Anita <Lee.Anita@epa.gov> wrote:

Thank you Beverly!

Jerry will be back in the office next week, so hopefully he will be able to review within your 10 business day window. If not, would you consider an extension? I do not have the expertise to do this review in Jerry's place.

Thank you!

Anita

[Anita Lee, PhD](#)

[Manager | Planning Office \(ARD-2\) | Air and Radiation Division | US EPA - Region 9](#)

[Desk: \(415\) 972-3958 | Work Cell: \(415\) 231-4710](#)

[Pronouns \(she/hers\)](#)

From: mail@sf-notifications.com <mail@sf-notifications.com>

Sent: Wednesday, October 14, 2020 11:24 AM

To: Lee, Anita <Lee.Anita@epa.gov>

Subject: Beverly Chenausky has shared the folder 'T0227 Signal Butte Road' with you.



Beverly Chenausky has shared the folder **T0227 Signal Butte Road** with you.

Note From Beverly:

I've added you to a folder

ADOT, in coordination with the City of Mesa (Certification Acceptance agency), is presenting the following local project, Signal Butte Road Improvements: Williams Field to Germann Road, for interagency consultation for PM10, per 40 CFR 93.105 as a potential project that is not a project of Air Quality Concern and thereby will not require a PM10 hot-spot analysis. If through interagency consultation it is determined that this project will not require a hot-spot analysis, other conformity provisions apply and will be addressed in the air quality section of the environmental clearance. ADOT is requesting responses to the attached PM questionnaire within 10 business days; a non-response will be interpreted as concurrence that the project is not a project of air quality concern and does not require a hot-spot analysis.

To access this folder, you must first activate your account and set your personal password.

 [Click here to activate your account and view this folder](#)

Files received by this service are intended for use by the person(s)/entity(ies) named above. These files may contain confidential/privileged information and must be safeguarded appropriately. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Trouble with the above link? You can copy and paste the following URL into your web browser:

11/30/2020

State of Arizona Mail - Re: Beverly Chenausky has shared the folder 'T0227 Signal Butte Road' with you.

<https://adot.sharefile.com/f/fo4095e8-3b7e-4166-9577-fcb2f74f17ad?a=029d494c1e8e2987>

Powered By Citrix ShareFile 2020





Beverly Chenausky <bchenausky@azdot.gov>

RE: T0227; Updated PM Questionnaire

1 message

Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>

Thu, Jan 21, 2021 at 6:43 AM

To: Susan Detwiler <susan.detwiler@dibblecorp.com>, "bchenausky azdot.gov" <bchenausky@azdot.gov>

Cc: "Elsken, Jennifer (FHWA)" <jennifer.elsken@dot.gov>, Patricia Hunter <phunter@azdot.gov>, Eric Prosnier <eprosnier@azdot.gov>, Paul O'brien <POBrien@azdot.gov>, Joonwon Joo <jjoo@azdot.gov>, Jennifer Donahue <Jennifer.Donahue@mesaaz.gov>, Julie Christoph <Julie.Christoph@mesaaz.gov>, Ian Mowry <ian.mowry@dibblecorp.com>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, "Webber, Susan (FHWA)" <susan.webber@dot.gov>

FHWA has no further substantive comments. There is a typo in both Table 3 of the PM document and in Table 6 of the CO document (second row, last column should be 32,920, not 23,920). Thanks, Rebecca

From: Susan Detwiler <susan.detwiler@dibblecorp.com>**Sent:** Friday, January 15, 2021 4:27 PM**To:** Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>; bchenausky azdot.gov <bchenausky@azdot.gov>**Cc:** Elsken, Jennifer (FHWA) <jennifer.elsken@dot.gov>; Patricia Hunter <phunter@azdot.gov>; 'Eric Prosnier' <eprosnier@azdot.gov>; Paul O'brien <POBrien@azdot.gov>; Joonwon Joo <jjoo@azdot.gov>; Jennifer Donahue <Jennifer.Donahue@mesaaz.gov>; Julie Christoph <Julie.Christoph@mesaaz.gov>; Ian Mowry <ian.mowry@dibblecorp.com>; Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>; Webber, Susan (FHWA) <susan.webber@dot.gov>**Subject:** RE: T0227; Updated PM Questionnaire

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Rebecca,

On behalf of the City of Mesa and ADOT, Dibble has incorporated FHWA's comments into the Air Quality documents.

Please accept the following documents for the City of Mesa's Signal Butte Road project (000 MA MES T0227 01C):

- Comment Summary and Responses (PDF)
- PM Questionnaire (detailed changes can be viewed through "track change" mode in Word, or major changes are denoted in blue text)
- CO Questionnaire (detailed changes can be viewed through "track change" mode in Word, or major changes are denoted in blue text)

If questions arise during this review, please feel free to reach out to me directly.

Upon concurrence from FHWA, our team will commence the interagency re-consultation.

Thank you for your time. Have a fantastic weekend.

Susan H Detwiler PE

Vice President

p 602.957.1155 | d 602.346.5772 | m 602.421.0134

dibblecorp.com

Please note that our offices have transitioned to working remotely in support of the health and safety of our employees, our families, and our communities.

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent: Tuesday, January 12, 2021 12:14 PM
To: Susan Detwiler <susan.detwiler@dibblecorp.com>; bchenausky [azdot.gov](mailto:bchenausky@azdot.gov) <bchenausky@azdot.gov>
Cc: Elsken, Jennifer (FHWA) <jennifer.elsken@dot.gov>; Patricia Hunter <phunter@azdot.gov>; 'Eric Prosnier' <eprosnier@azdot.gov>; Paul O'brien <POBrien@azdot.gov>; Joonwon Joo <jjoo@azdot.gov>; Jennifer Donahue <Jennifer.Donahue@mesaaz.gov>; Julie Christoph <Julie.Christoph@mesaaz.gov>; Ian Mowry <ian.mowry@dibblecorp.com>; Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>; Webber, Susan (FHWA) <susan.webber@dot.gov>
Subject: RE: T0227; Updated PM Questionnaire

Please see my responses below. – Rebecca

From: Susan Detwiler <susan.detwiler@dibblecorp.com>
Sent: Monday, January 11, 2021 2:44 PM
To: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Cc: Elsken, Jennifer (FHWA) <jennifer.elsken@dot.gov>; bchenausky [azdot.gov](mailto:bchenausky@azdot.gov) <bchenausky@azdot.gov>; Patricia Hunter <phunter@azdot.gov>; 'Eric Prosnier' <eprosnier@azdot.gov>; Paul O'brien <POBrien@azdot.gov>; Joonwon Joo <jjoo@azdot.gov>; Jennifer Donahue <Jennifer.Donahue@mesaaz.gov>; Julie Christoph <Julie.Christoph@mesaaz.gov>; Ian Mowry <ian.mowry@dibblecorp.com>
Subject: FW: T0227; Updated PM Questionnaire

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Rebecca,

ADOT and the City of Mesa forwarded FHWA's additional comments on the AQ report. These new comments reflect a comment that was briefly introduced at the end of the meeting on 12/17/2020, but time did not afford the opportunity to discuss in detail. We would like to update the report as quickly as possible, but in the interest of your team's time, I want to be sure that we fully understand the comments and avoid another round of revisions.

Please confirm that the comments request the following:

- Delete all reference and analysis to the future, ultimate condition. All narratives will be updated to eliminate the description of the ultimate roadway and the "2040 Build" analysis will be deleted from the tables in the report. **Yes, the ultimate condition traffic data adds confusion to the tables.**
- The "2040 No-Build" will be changed to the 2040 Build condition. This scenario is the proposed project lane configuration with 2040 traffic volume projections. **Yes, and assuming that the proposed project in 2040 was previously referred to as the "interim condition."**
- We will add traffic volumes for the existing condition. **Agree**
- There was no mention of the CO Questionnaire in the comments. The CO document includes the same forecast scenarios as the PM report. Please confirm if we should update the CO document with the revisions noted in the three bullets above. **Both documents should be consistent and use the same traffic data, or should provide an explanation for any differences.**

Time is extremely critical as we work to gain consensus on this last environmental document. Once we get confirmation from you on the comments, we will revise and re-submit the report. Upper management at the City of Mesa is watching this project closely and we are working to communicate accurate timelines to them as we approach our target obligation date.

Can you help estimate the FHWA review timelines below? **Note that being able to meet the timeframes depends a lot on the completeness of the package, how the resolution of the comments is addressed and how easy it is to determine the changes that are being made in the document. Things like comment resolution matrices and redlines greatly help the process.**

- FHWA report review: 2 weeks? (based on previous review times) **agreed**
- Interagency Re-consultation: 2 weeks (10 business days) **this is ADOT's current practice**
- FHWA final review and conformity approval: ? **2 weeks**

Thanks so much,

Susan H Detwiler PE

Vice President

p 602.957.1155 | d 602.346.5772 | m 602.421.0134

dibblecorp.com

Please note that our offices have transitioned to working remotely in support of the health and safety of our employees, our families, and our communities.

On Mon, Jan 11, 2021 at 5:53 AM Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov> wrote:

The following are the comments from FHWA on the latest version of the questionnaire:

1. FHWA disagrees with the ADOT recommendation to present completely different traffic volumes to the interagency consultation partners as a "minor correction." This is a major correction as the traffic and truck volumes are the key data to determine what further analysis is needed.
2. Table 1 inaccurately refers to the Interim build condition as a "no-build" condition.
3. The "ultimate" build condition data is irrelevant. If and when ADOT and the City of Mesa decide to build the ultimate condition, you will need to come back for another conformity determination using up to date traffic data and forecasts.
4. Table 1 provides a delta between the Interim and Ultimate condition (incorrectly labeled as No-Build and Build – see comment number 2) which should be removed. The table should present the delta between the actual no-build (zero trucks on a road segment that doesn't exist) and the Interim condition - the project being built, which would allow the Interagency Consultation partners the opportunity to discuss whether that increase in traffic is of air quality concern for PM and whether further CO analysis is needed.

If you would like to have another meeting to discuss or have any follow-up questions, please let me know. Thanks, Rebecca

From: Beverly Chenausky <bchenausky@azdot.gov>

Sent: Wednesday, December 23, 2020 2:30 PM

To: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>; Elsken, Jennifer (FHWA) <jennifer.elsken@dot.gov>

Cc: ADOTAirNoise - ADOT <adotairnoise@azdot.gov>; Eric Prosnier <EProsnier@azdot.gov>

Subject: Fwd: T0227; Updated PM Questionnaire

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Attached are the changes provided by the City of Mesa that addresses the remaining comments from the past meeting. We intend on providing the revised version to IAC group noting the corrections a few examples of past emails are attached, then submit a request for a FHWA conformity determination shortly after the revised Questionnaires are provided that will include summary of all comments.

Beverly T. Chenausky

Air & Noise Program Manager

MD EM02, Room 41

[1611 W. Jackson St.](#)

Phoenix, AZ 85007
602.712.6269
azdot.gov

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

From: **Susan Detwiler** <susan.detwiler@dibblecorp.com>

Date: Mon, Dec 21, 2020 at 3:49 PM

Subject: T0227; Updated PM Questionnaire

To: Beverly Chenausky <bchenausky@azdot.gov>

Cc: Patricia Hunter <phunter@azdot.gov>, Jennifer Donahue <Jennifer.Donahue@mesaaz.gov>, Julie Christoph <Julie.Christoph@mesaaz.gov>

Hi Beverly,

Attached is the updated PM Questionnaire based on last week's meeting with FHWA. The following changes were implemented for this new December version:

1. Table 2 with the truck data was moved to the New Highway Capacity section and re-numbered as Table 1. The Truck ADT's represented in the table were updated to include both the Medium AND Heavy truck volumes and a footnote was added to the table for clarity.
2. Table 4 in the Traffic Memo Appendix was updated to match the table in the body of the report (as noted in #1 above).

There were no changes to the CO document, so it is not included in this re-submittal.

As discussed after the FHWA meeting, the only changes from the October submittal to this December submittal were addressing FHWA comments. These changes included modifying the Project Setting and Description section and the way the traffic data was presented in the report. Incorporation of the traffic comments did not change the data used for the determination, rather just the way it was presented in the report. The updates included consolidating ADT's of each roadway segment, eliminating SR 24 volumes from the report, and converting peak hour truck volumes to ADT's. Incorporating these comments from FHWA does not change the Air Quality determination, just modifying the way the data was presented.

Mesa's preference is to provide the attached document to the partnering agencies as information and not to re-consult.

Please let me know if you need any additional information to continue to move this forward.

Thanks so much,

Susan H Detwiler PE

Vice President

p 602.957.1155 | d 602.346.5772 | m 602.421.0134

dibblecorp.com

Please note that our offices have transitioned to working remotely in support of the health and safety of our employees, our families, and our communities.

***Dibble will be closed from December 24th through January 3rd
to give everyone a chance to celebrate a successful year and spend time
with their families. We will return to the office on Monday, January 4, 2021.***

Appendix C – Interagency Consultation Documentation

Comments & Follow Up from FHWA



MES-0(237) T0227 - Signal Butte Rd AQ Questionnaires

Created by: eprosnier@azdot.gov · Your response: ✓ Yes, I'm going

Time

12:30pm - 1pm (Mountain
Standard Time - Phoenix)

Date

Thu Dec 17, 2020

Description

Jennifer: Could you please forward the invite to the
Resource Center?

Thanks to All

My Notes

Guests

- ✓ Beverly Chenausky
- ✓ Eric Prosnier
- ✓ jennifer.elsken@dot.gov
- ✓ julie.christoph@mesaaz.gov
- ✓ Oesterling, Leigh (FHWA)
- ✓ Patricia Hunter
- ✓ susan.detwiler@dibblecorp.com
- ? susan.webber@dot.gov
- jennifer.donahue@mesaaz.gov
- rebecca.yedlin@dot.gov

REVIEW COMMENTS

Submittal:			CO & PM Reports		Project Name:		Signal Butte Road Improvements: Germann Rd to Williams Field Rd		
Submittal Date:					City of Mesa, TRACS, Federal Aid No.		CP0729/CP0885, 000 MA MES T0227 01C, MES-0(237)D		
Reviewed By:			FHWA		City of Mesa Project Manager:		Jennifer Donahue		
Return Date:			11/2/2020		Designer, Design Project Manager:		Dibble Engineering, Susan Detwiler		
Disposition Action Codes: A = Will Comply / B = Designer to Evaluate / C = Mesa Team to Evaluate / D = Design Team Recommends No Further Action									
ITEM NO.	REVIEWED BY	CMT NO	DELIVERABLE	SHT NO.	COMMENT	RESP PARTY	DISP	RESPONSE/COMMENT	
1	Rebecca Yedlin	1	PM & CO		Please provide more detail/description of the SOW for the project	COM	A	Specific questions below incorporated into the SOW.	
2	Rebecca Yedlin	1A	PM & CO		First sentence says 2-miles wide, we are assuming you mean 2-miles long?	COM	A	Wording revised.	
3	Rebecca Yedlin	1B	PM & CO		When will the segments be constructed? At the same time? Will both be done by spring 2022? Is this the interim?	COM	A	The City of Mesa's programmed Segment 1 and Segment 2 as separate projects in the Capital Improvement Program. The projects are being designed as one project and will also be constructed as a single project. The SOW language was modified to clarify.	
4	Rebecca Yedlin	1C	PM & CO		In the bulleted list define what is Phase 1 vs Phase 2. Define phases vs segments vs interim/ultimate.	COM	A	Phase terminology deleted and interim/ultimate terminology better defined.	
5	Rebecca Yedlin	1D	PM & CO		What is being cleared in the NEPA document, the interim or the ultimate?	COM	A	Interim is what will be constructed with the project, so interim.	
6	Rebecca Yedlin	1E	PM & CO		The second paragraph second sentence is confusing because of the use of "this project" which follows a discussion of SR24 - so which is this project, Signal Butte Rd or SR 24?	COM	A	Language revised.	
7	Rebecca Yedlin	1F	PM & CO		What are the limits of the ultimate 6-Lane Arterial Roadway vs the Ultimate 4-Lane Arterial Roadway (see first bullet pg.1 vs first bullet pg.2)	COM	A	Language revised.	
8	Rebecca Yedlin	1G	PM & CO		The improvements to Pecos and Germann TI's should be shown in the figures	COM	A	Figure 1 updated.	
9	Rebecca Yedlin	2	PM & CO		Was there ever a project level conformity determination for the SR 24 project in the vicinity of Signal Butte Road? Did this include the Signal Butte Road extension and ramps?	ADOT	A	Page 13 of the CO document included the Clearance from FHWA by Alan Hansen 1/24/2018 this was prior to ADOT NA and this documentation of a conformity determination would be in FHWA's project file as FHWA does not issue independent conformity determinations for projects that they sign the clearance. (see response below about ramps)	
10	Rebecca Yedlin	3	PM & CO		Please provide LOS information for the intersections of Signal Butte and the SR 24 ramps, North and South of SR 24.	ADOT/COM	D	The SR 24 ramps are not a part of the Signal Butte Road project, and the match point is several hundred feet south of the ramps. The ADT data for the ramps and SR 24 were deleted from the report.	
11	Rebecca Yedlin	4	PM		Please provide daily truck volumes	COM	A	Table 2 revised to provide Truck ADT's, similar to example format provided.	
12	Rebecca Yedlin	5			Please provide ADT and daily truck volumes for each road segment in total - not by direction (NB, SB, etc.) (i.e. Signal Butte Road between SR 24 WB ramps and Williams Field Road). (Also, see the attached memo for a Nevada project, specifically Table 8, for an example of how the traffic data should be presented for the interagency consultation.)	COM	A	All traffic data tables were updated.	

[illegible]

APPENDIX

MESA MEMO: T0227 01C Signal Butte Road Improvements: Traffic Volume & Analysis Summary

Available upon Request