Methodology Changes Requested During Public Review for the Project Level CO Quantitative Hot-Spot Analyses

The Arizona Department of Transportation (ADOT) received comments to make changes to the Air Quality Draft Technical Report (Report) during the public review period, ending November 18, 2019. The Report will be revised to add clarification to the data tables, to add the receptor locations with map images, and to include details in interagency consultation documents in the Report directly. Additionally, a request was made to modify the CO modeling to use the screening approach to the temperature/humidity in the MOVES model and to use a "worst case" approach for the truck percentages, instead of relying on the regional conformity assumptions. These adjusted modeling assumptions are provided below and any changes to the modeled CO concentrations will be modified in both the Report and the Environmental Assessment. The modified Final Air Quality Technical Report will be submitted to FHWA for a conformity determination and made available on the project website at the time ADOT approves the Finding of No Significant Impact (FONSI). ADOT also utilizes the govdelivery system to notify users of any changes to documents for projects currently under environmental study.

The Purpose of this document is to describe the changes to update modeling, from what was modeled for the September 2019 Air Quality Report. The revised methods, models and assumptions used for a CO quantitative Hot-spot analysis as required in 40 CFR 93.105(c)(1)(i), 93.123, 93.116, with changes provided below in blue. Refer to the following Appendix for responses to all comment(s) received on the Report.

Methods, Models and Assumptions for CO Hot-Spot Analysis

Table 1. Methods, Models and Assumptions		
Estimate On-Road Motor Vehicle Emissions (Step 3)		
MOVES2014b	**Description**	**Data Source**
Scale	*On road, Project, Inventory*	EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.3.2
Time Span	*Four unique model runs: For existing conditions, 2018, January, weekday, AM peak hour, and PM peak hour. For future conditions, 2040, January, weekday, AM peak hour, and PM peak hour.*	EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.3.3
Geographic Bounds	*Maricopa County*	EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.3.4
Vehicles Equipment	*All Fuels and Source Use Types will be selected*	EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.3.5

Road Type	*Urban Restricted and Unrestricted access*	EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.3.6
Pollutants and Processes	*CO Running Exhaust, CO Crankcase Running Exhaust*	EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.3.7
Output	*Database will be created, Grams, Miles, Distance Traveled, Population will be selected. Emissions process will be selected in the Output Emissions Detail. Emission rates for each process can be appropriately summed to calculate aggregate CO emission rates for each link.*	EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.3.10
Project Data Manager	*Database will be created and MOVES2014b templates will be created to include local project data and information provided by MAG's I/M programs, Fuel, and Age Distribution, ~~Meteorology~~ data which are consistent with the regional models. Links will be based on travel speeds and roadway grades specific to project as provided by the traffic study. Link Source Type will be derived from a combination of project data and~~based on the regional fleet mix for each road type and year. Meteorological data will be derived from historical hourly data from Phoenix International Airport. Any missing information will use default MOVES2014b data. After running MOVES, the MOVES CO_CAL3QHC_EF post-processing script is run.*	See Table 2 below for details
Select Air Quality Model, Data Inputs, and Receptors (Step 4)		
CAL3QHC	**Description**	**Data Source**
Emissions Sources	*Emissions Rates in grams/mile, as described in MOVES2014b section. The free flow and queue links defined for modeling with MOVES2014b will be used as input into CAL3QHC.*	1992 Guideline for Modeling Carbon Monoxide from Roadway Intersections, EPA-454/R-92-005, November 1992. Section 5.2.3 of Appendix W to 40 CFR Part 51, CO screening analyses of intersection projects should use the CAL3QHC dispersion model.
Receptor Locations	*At least 3m from the roadways at a height of 1.8m, nearby occupied lot, vacant lot, sidewalks, and any locations near breathing height (1.8m) to which the general public has continuous access (See attachment for graphical representation of model setup).*	1992 Guideline for Modeling Carbon Monoxide from Roadway Intersections, Section 2.2
Traffic and Geometric Design	*Lane Configuration, Lane Width, Signalization, Turning Movements, Median Width, Traffic Volume, Level of Service, Grade, % of Heavy-Duty Trucks, and Peak Hour Average Approach Speed.*	1992 Guideline for Modeling Carbon Monoxide from Roadway Intersections, Section 4.7.4

Meteorology	*The following meteorology options will be used as recommended in the CO Guidelines: a worst-case wind speed of 1 m/s, 5-degree wind direction intervals from 0 to 355 degrees, and a mixing height of 1000 m.* *Atmospheric stability class D will be used to represent an urban area.* *A surface roughness of 108 cm will be used, representing a suburban area.*	1992 Guideline for Modeling Carbon Monoxide from Roadway Intersections, Section 4.7.1
Persistence Factor	*Default persistence factor of 0.7.*	1992 Guideline for Modeling Carbon Monoxide from Roadway Intersections, Section 4.7.2
Determine Background Concentrations (Step 6)		
Background Monitor	*The CO monitor located at 1919 W Fairmont Drive in Tempe is directly adjacent to the project corridor. Three years of monitoring data (2015--2017) show a maximum 1-hour value of 2.0 ppm and a maximum 8-hour value of 1.7 ppm. 2.0 ppm will be added to the maximum modeled hourly concentration for comparison to the NAAQS. 1.7 ppm will be added to the maximum 8-hour modeled concentration (which is the 1-hour concentration multiplied by a persistence factor of 0.7 as described above.) The same background values will be used for all analysis years.*	1992 Guideline for Modeling Carbon Monoxide from Roadway Intersections, Section 4.7.3 EPA Air Data Monitor Values Report

Table 2. Project Data Manager Inputs		
Input	**Level of Detail/notes**	**Data Source**
Meteorology	*The average temperature and humidity in January will be used, according to the EPA guidance. Three years of hourly meteorological data were~~was~~ obtained for Phoenix International Airport. The average temperature and humidity were determined by averaging all hourly temperature values for January 2016, 2017, and 2018 and averaging all hourly relative humidity values for January 2016, 2017, and 2018. The average temperature of 57.05 degrees F and the average relative humidity of 46.28% were used in all MOVES runs, regardless of analysis year or time of day. ~~A single value Same for build and no-build scenarios. Emission factors will be developed for 8 am and 5 pm in the month of January using 12-month temperature and humidity data provided by MAG.~~*	~~MPO~~NOAA EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.4.1, 1992 Guideline for Modeling Carbon Monoxide from Roadway Intersections, Screening Analyses of Roadway Intersections,
Age Distribution	*Same for build and no-build scenarios. Data from latest regional CO conformity analysis provided by MAG.*	MPO EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.4.2
Fuel	*Same for build and no-build scenarios. Data from*	MPO

	latest regional CO conformity analysis provided by MAG.	EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.4.3
I/M Programs	*Same for build and no-build scenarios. Data from latest regional CO conformity analysis provided by MAG.*	MPO EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.4.4
Retrofit Data	*Not applicable for this project.*	Project specific modeling EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.4.7
Links	*Four selected intersections (Baseline Rd & I-10 EB, Elliot Rd & I-10 WB, Elliot Rd & I-10 EB, Broadway Rd & I-10 WB/52nd St) will be divided into links and each link's length (in miles), traffic volume (vehicle per hour), average speed (miles per hour) and road grade (percent) will be specified. Other roadway segments within 1000 feet of the intersection will be included. (See attachment for graphical representation of model setup)*	Project specific modeling EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.4.6
Link Source Types	*Source type distribution will be determined using a combination of project data and regional fleet information from the ~~represented by the regional fleet for each road type and analysis year, based on data from~~ latest regional CO conformity analysis provided by MAG. The Traffic Operation Analysis demonstrates that ~~will be used to determine~~ the worst case truck percentage at ~~each~~any of the analyzed intersection for ~~each~~any scenario is 14%. The regional MAG data will be used to distribute the 14% among vehicle types 32-62, and to distribute the remaining 86% to vehicle types 11, 21, and 31.~~assign the distribution of each vehicle type.~~*	MPO I-10 Broadway Curve Traffic Operations Analysis (WSP 2019) EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.4.5
Link Drive Schedules, Operating Mode Distribution	*Average speed and road type will be used in the Links Importer based on project-specific modeling.*	Project specific modeling EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.4.8, 2.4.9
Off-Network, Hotelling	*Not applicable for this project.*	EPA Using MOVES2014 in Project-Level Carbon Monoxide Analyses, Section 2.4.9

Table 3. Construction Emissions *(Only if Applicable)*		
Construction Emissions	*Construction Emissions will be addressed qualitatively because construction is not expected to last longer than 5 years at any individual site. In the context of CO, this is usually excess CO emissions due to traffic delay and/or detours.*	40CFR93.123(c)(5)"Each site which is affected by construction-related activities shall be considered separately, using established "Guideline" methods." If applicable, include analysis as an Appendix to the Air Quality Report.

~~Preliminary~~ Revised Link Configuration for CO Hot-Spot Analysis

The following graphics present the preliminary link configurations for the four intersections that will be modeled as part of the CO hot-spot analysis in CAL3QHC. The following applies to all figures:

- Free flow links extend 1000 feet away from center of signalized intersection
- Graphic representation of free flow links includes 10 foot mixing zone
- Traffic activity within 1000 feet from intersections are included
- Yellow squares are receptors located 10 feet from the edge of roadway
- Receptors are spaced at 25-meter intervals outside of the mixing zone
- ~~Receptor location coordinates will be provided by a separate file~~ Revised receptor locations are provided in Figure 1 – Figure 8

~~52nd Street and West Broadway No Build/Existing~~
~~Free Flow Links:~~

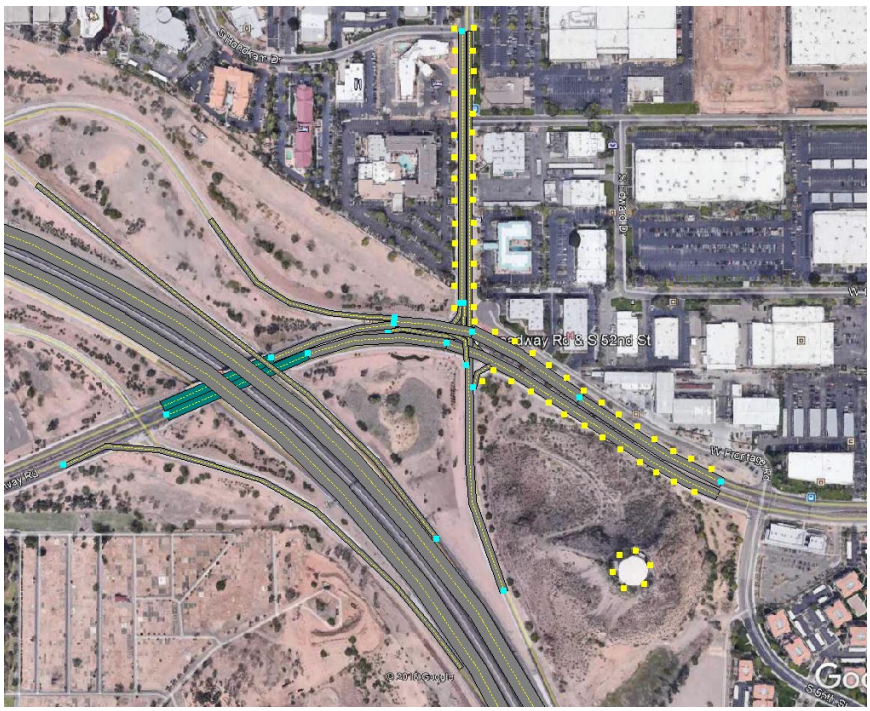
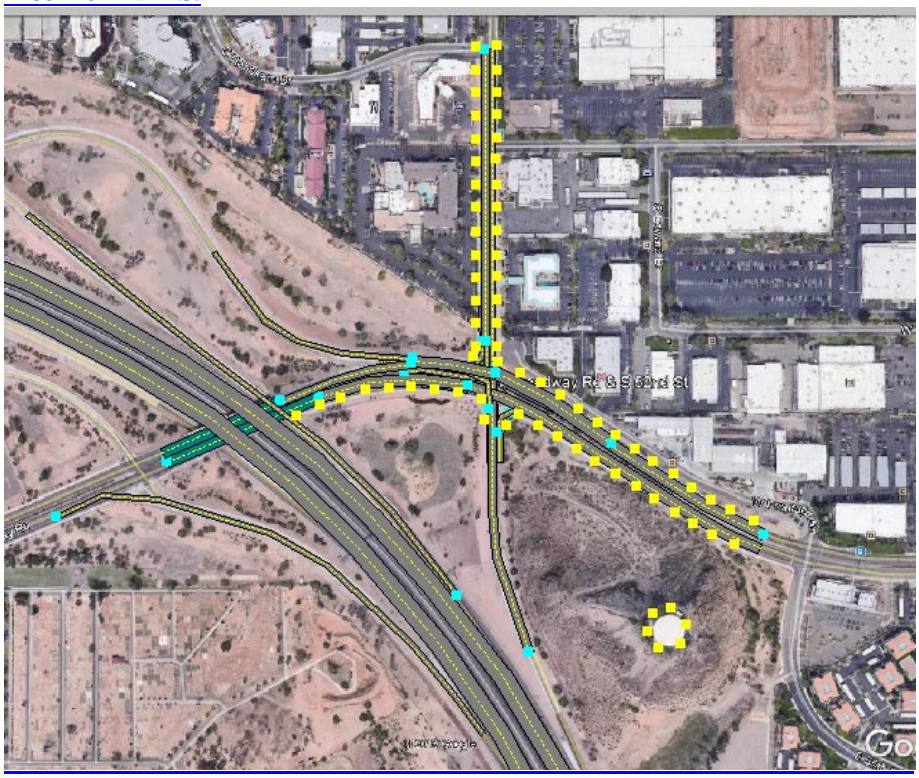


Figure 1: Revised 52nd Street and West Broadway No Build/Existing
Free Flow Links:



~~**52nd Street and West Broadway No Build/Existing**~~
~~Queue Links:~~

Figure 2: Revised 52nd Street and West Broadway No Build/Existing
Queue Links:

~~**52nd Street and West Broadway Build Scenario**~~
~~Free Flow Links:~~

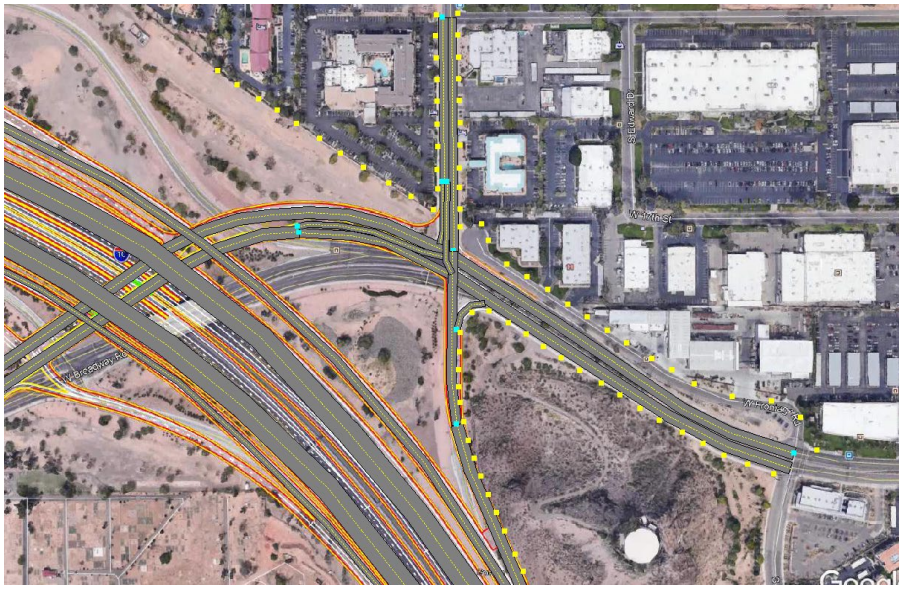
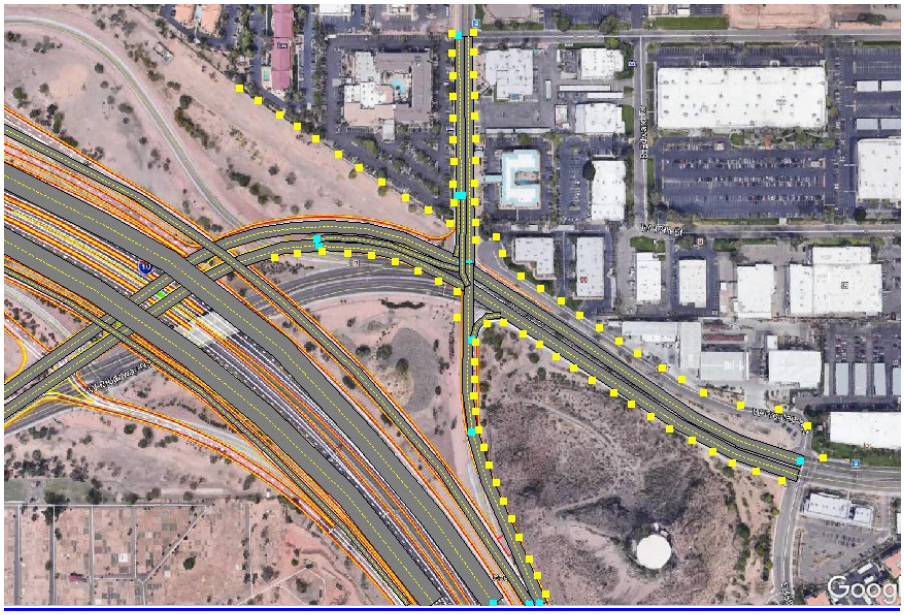


Figure 3: Revised 52nd Street and West Broadway Build Scenario
Free Flow Links:



~~**52nd Street and West Broadway Build Scenario**~~
~~Queue Links:~~

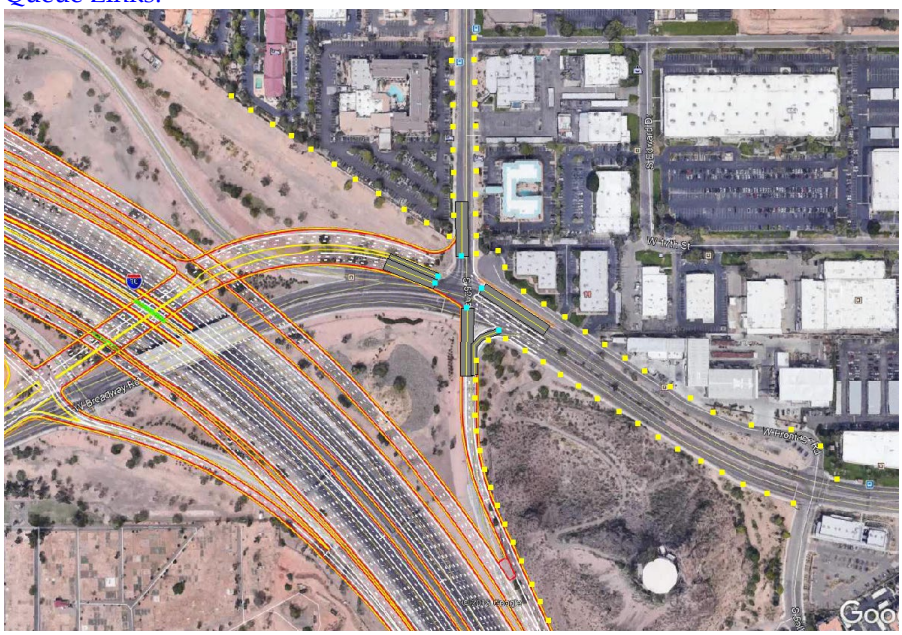
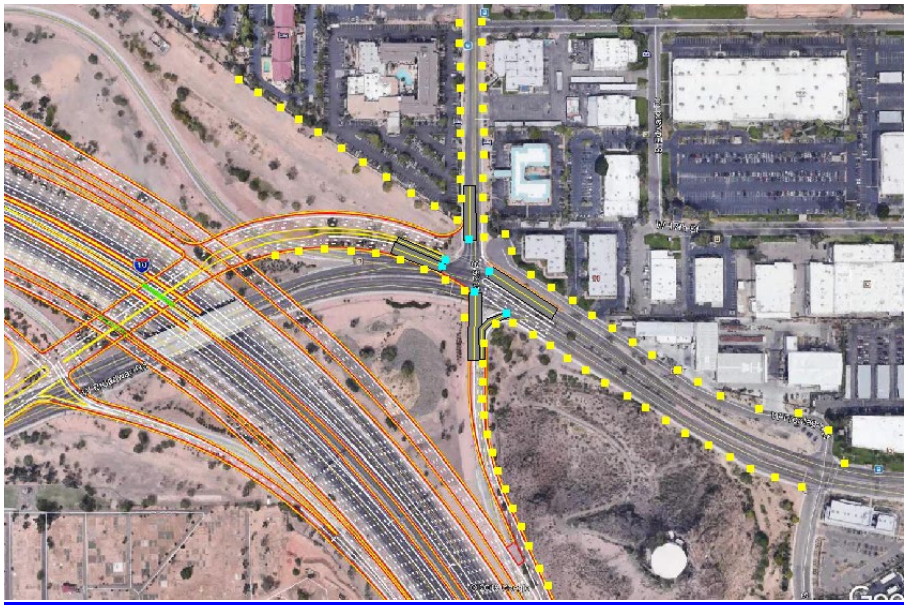
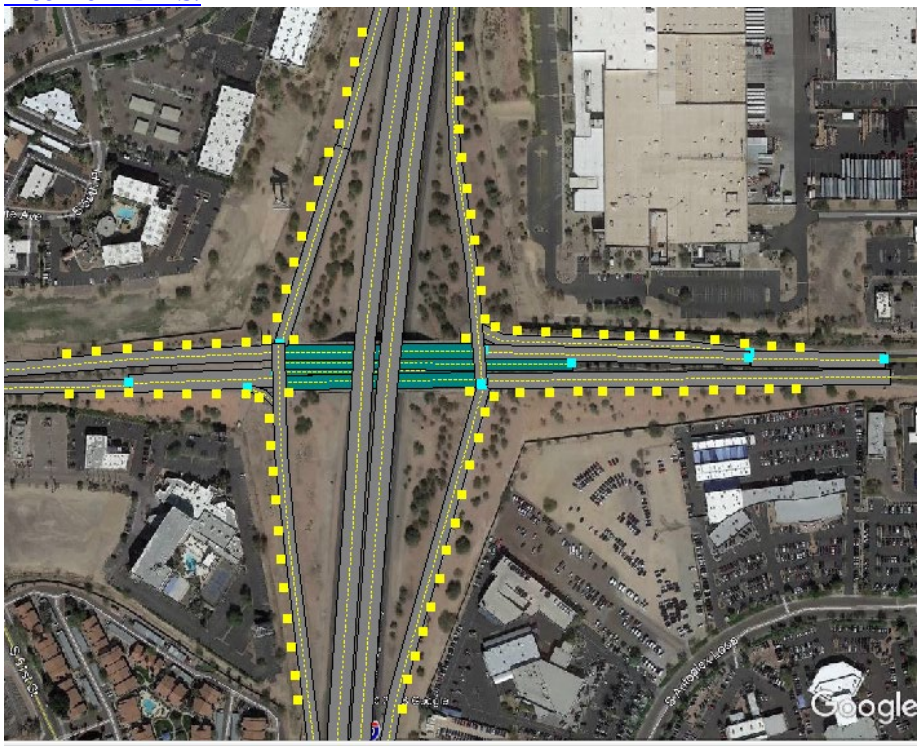


Figure 4: Revised 52nd Street and West Broadway Build Scenario
Queue Links:



~~**Elliot Rd at I-10 EB & WB Build and No Build Scenarios**~~
~~Free Flow Links:~~

Figure 5: Revised Elliot Rd at I-10 EB & WB Build and No Build Scenarios
Free Flow Links:



~~**Elliot Rd at I-10 EB & WB Build and No Build Scenarios**~~
~~Queue Links:~~

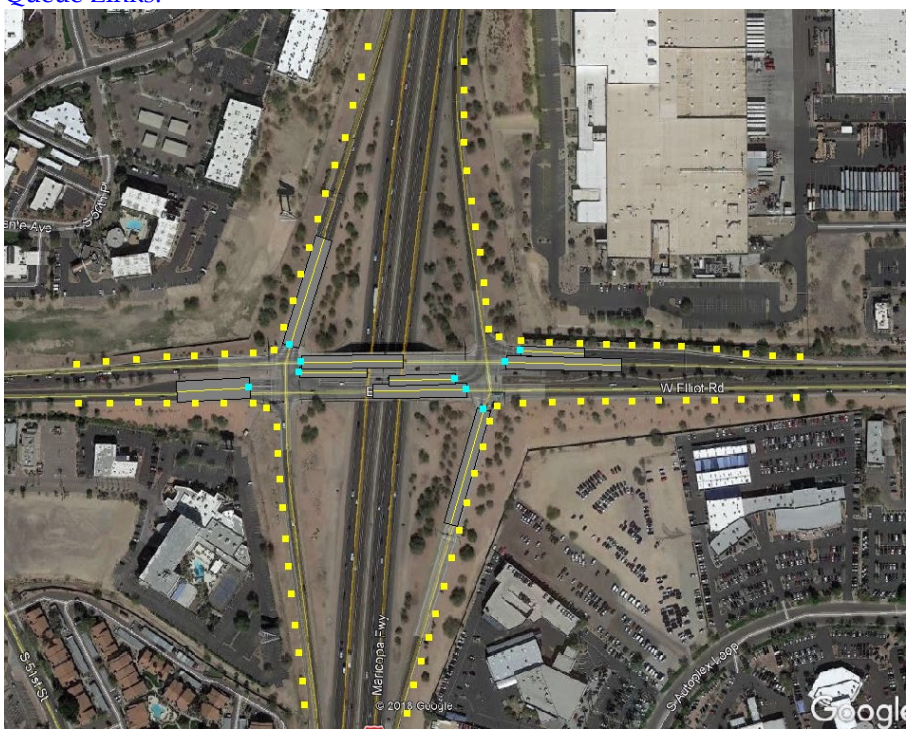
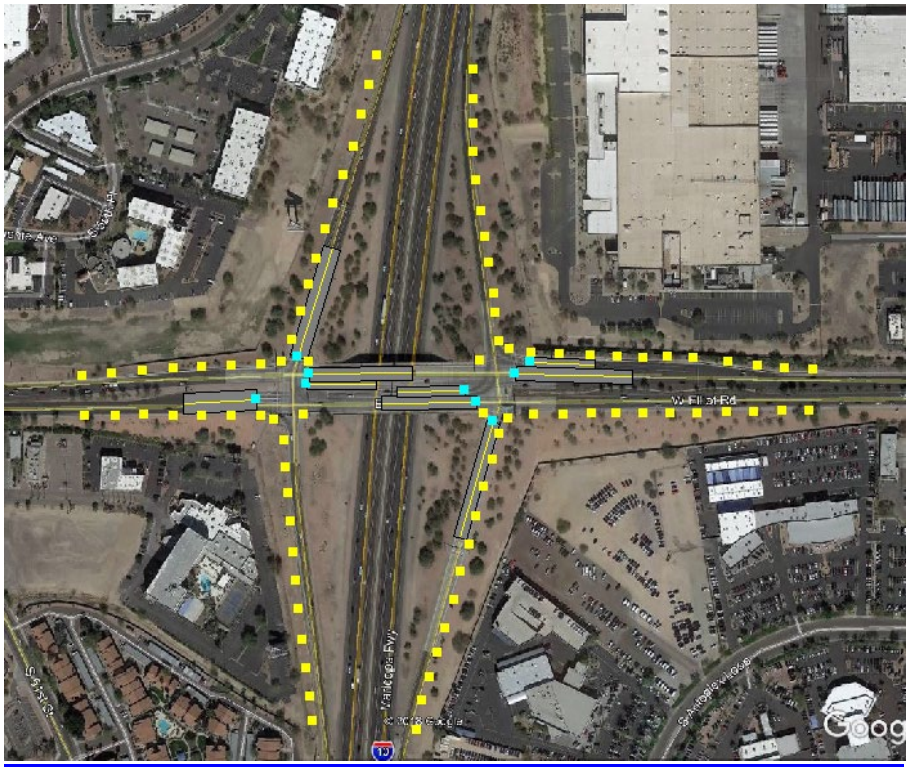


Figure 6: Revised Elliot Rd at I-10 EB & WB Build and No Build Scenarios
Queue Links:



~~**Baseline & I-10 Build and No Build Scenarios**~~
~~Free Flow Links:~~

Figure 7: Revised Baseline & I-10 Build and No Build Scenarios
Free Flow Links:

~~**Baseline & I-10 Build and No Build Scenarios**~~
~~Queue Links:~~

Figure 8: Revised Baseline & I-10 Build and No Build Scenarios
Queue Links:

APPENDIX

COMMENTS RECIEVED

Appendix

			APPENDIX	COMMENT RESOLUTION	
Comment #	**Report**	**Reviewer**	**Comment**	**Response** A= will make change/addressed B= needs additional information C= postponed change D=no changes made	**Response Clarification**
These comments were received during the public comment period that ended November 18, 2019					
1	Air Quality Technical Report	**EPA - CM**	Are the vehicle volumes represented in Table 4 (and Table 2 in Appendix A) truck volumes? or mixed vehicles?	A	Table 4 in the report was informational in terms of overall LOS between existing and No Build and Build for the purposes of the CO LOS triggers -using total peak volumes. Unfortunately there was an oversight in not including a specific trucks LOS table for Appendix A for the PM10 questionnaire (use of the version without trucks split out). However, the data used for the tables in the Appendix were obtained from the GIS data and traffic tables data that was provided on ShareFile during interagency consultation. We will be bringing forward the truck volumes in the LOS table and note that in the final air quality report (see attached word doc) as the purpose of Table 4 was for the CO modeling that was done for the report. We can expand on the section in the air quality report discussing the PM10 project of air quality concern instead of just referencing the attachments or traffic data for clarity on the decision in the actual report.
2	Air Quality Technical Report	**EPA - CM**	If these represent mixed traffic volumes, then what assumptions did ADOT make about truck volumes? And why is that result not significant given the degradation or no improvement of LOS at several of these intersections?;	D	Table 4 is total volume, not truck volumes as noted in (1). Traffic data was provided in interagency consultation in the Appendix A, on ShareFile with the GIS ShapeFiles and in the Traffic Memo. The truck volumes are provided by the Maricopa Association of Governments (MAG) the MPO, they have a robust truck traffic model in their regional model and have discussed those assumptions in their regional conformity analysis. ADOT does not assign truck volumes for the mainline we obtain truck volumes directly from the MPO - I can provide a point of contact from MAG to explain how they assign the truck volumes using their land use models, social economic models and trip generation assumptions? For the project level portion we obtain the traffic model data directly from MAG from the most current regional conformity modeling (GIS files provided on ShareFile) we also use the same planning assumptions for the emissions model that MAG uses when required for the project level analysis as noted in the CO/PM hot-spot guidance.

3	Air Quality Technical Report	**EPA - CM**	If these represent truck volumes only, why are these truck volumes not considered significant given the degradation or lack of improvement of LOS at several of these intersections.	A	As mentioned in (1) we will modify Table 2 in report to include truck volumes as it currently reflects total peak volumes. See Page 4 of EPA FAQ - https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UKQS.pdf There is a 2 part requirement in the hot-spot regulations pertaining to whether the project is a project of air quality concern for a roadway expansion project with congestested intersections. First, is there a "significant increase of trucks attributed to the project" and second does the significant increase in trucks occur at congested intersections (LOS D+). This project is not changing any of the design features at the intersections so there is no significant increase in trucks or LOS changes "due to the project". Case in point several California projects have very congested facilities LOS E yet don't rise to a project of air quality concern.
4	Air Quality Technical Report	**EPA - CM**	Please clarify what truck volume is considered "significant" in this instance and why that level was chosen. This is crucial to understanding ADOT's conclusion that this project does not need further PM analysis.	D	ADOT does not set "thresholds" for significance we were already cautioned away from setting thresholds by EPA/FHWA, as such we use interagency consultation to determine significance, EPA even re-clarifies that the examples in the hot-spot regulations are not thresholds for significance, only examples.
5	Air Quality Technical Report	**EPA - CM**	Tables 6-8 in the Traffic Memo include Truck %, which would be helpful to include in the table with truck volumes as well. Also, per our question #4 below, we recommend that there be a qualitative narrative provided in the document regarding the determination that none of the intersections has a significant number of diesel trucks. As you suggest, there are no set thresholds for significance, so it is important to describe the decision-making process behind your determination of significance.	A	Table 7 has been updated to be consistent with the total traffic volumes, and truck volumes presented in the final traffic memo. The table has also been revised to more clearly show the truck percentages for all scenarios, and the change in truck percentages due to the project. Text was added to Section 5.2 to more clearly explain that a change of ~~>1%~~ **<1%** truck traffic was not considered a significant increase.
6	EA	**Public**	No public comments were received on the Air Quality Report. All comments related to air quality were general remarks on the draft EA and all responses will be included in the Final EA.	D	Informational, for public comments, refer to Appendix J-M of the Public Hearing Summary Report, for the Final EA.
7	EA	**Agency**	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 potential project plans and necessary permits if the project is built. 3. The Arizona Department of Environmental Quality (ADEQ) provided a statement of no comment on the Draft EA.	D	Informational, refer to Appendix N of the Public Hearing Summary Report, for the Final EA.

These comments were discussed after the public comment period through formal meetings requested by FHWA on November 18, 2019 refer to the attached January 14, 2020 agenda.					
8	Air Quality Technical Report	**FHWA**	Our resource center provided comments regarding the location of the receptors and specifically as related to the pedestrian locations. In the report that was sent, it is not clear that these comments were addressed. It would be helpful to have information, such as a graphic, that shows the receptor locations so the resolution of this comment can be confirmed;	A	Receptor locations were revised based on the original comment. Receptors were all placed with 25-meter spacing. Additional receptors were added to the SW quadrant of the intersection of 52nd St and West Broadway to account for a sidewalk on the south side of Broadway. Results in Table 5 and Table 6 were updated accordingly. The air quality technical report has been revised to now include figures that clearly show these receptor locations, as well as the locations of maximum modeled concentration.
9	Air Quality Technical Report	**FHWA**	We had also commented about the traffic data used in the model, specifically that it appears that the AQ model was run prior to the final traffic engineering report. We look for the traffic data in the model to be the same as the traffic data that is being used for the development of the project, so we are looking for documentation that confirms that the traffic data for the model and project development are the same	A	The traffic data used for the AQ analysis is based on the same data that is described in the final traffic report. All modeling files that are dated prior to May 7, 2019, were reviewed for consistency with data presented in Final Traffic Operations Analysis memo. Table 4 footnote was revised to show that the source of data was the May 2019 Traffic Operations Analysis. Text was added to the end of section 5.1.2 to inform the reader that FHWA comments were received and incorporated, as shown in Appendix A. Table 7 was revised to reflect the data presented in the final traffic report dated May 7, 2019.
10	Air Quality Technical Report	**FHWA**	Finally on consultation, we are aware that the EPA submitted comments regarding the truck traffic volumes on some of the intersections and we would like to see confirmation from EPA that their comments have been addressed and also believe that this interagency air quality exchange is documented and transparent.	A	See EPA Comment Matrix

These comments were discussed in the February 14, 2020 meeting, see the attached agenda					
11	Air Quality Technical Report	**FHWA**	Please explain why the average January temperature is not being used for MOVES modeling as called for in the EPA CO Hot-Spot Guidance?	A	As stated in the EPA documents *Guideline for Modeling Carbon Monoxide from Roadway Intersections* (1992) and *Using MOVES2014 in Project-Level Carbon Monoxide Analyses* (2015) the average January temperature and humidity may be used when developing carbon monoxide emission rates. The air quality analysis included an evaluation for AM peak and PM peak hour conditions. In order to capture the differences between AM peak hour and PM peak hour emission rates, an average temperature and humidity value was calculated for each hour of the day for the month of January based on hourly meteorological data from Phoenix Sky Harbor International Airport obtained from NOAA.
12	Air Quality Technical Report	**FHWA**	Please explain why the 2018 and 2040 meteorology data used for the MOVES modeling are different?	A	The 2018 and 2040 meteorology data used for MOVES modeling is different because the averages were calculated differently for each analysis year. For each analysis year, the meteorological data used in MOVES were the average temperature and humidity for each hour in January. The 2018 meteorological input data used in MOVES was the average of hourly data from Phoenix Sky Harbor International Airport for January 2018. This most accurately depicts conditions in the base year of 2018. The 2040 meteorological input data used in MOVES was the average of hourly data from Phoenix Sky Harbor International Airport for January 2016, January 2017, and January 2018. This represents average conditions for a future year. The comment included a table that showed a missing temperature value for hour 7 in 2018. This value is included in the MOVES input database “co_hotspot_2018_in” as 50.94.
13	Air Quality Technical Report	**FHWA**	It does not appear that the CO Hot-Spot Guidance for the Link Source Type inputs are being followed. Please explain the how the Link Source Type inputs were determined?	A	Intersection data by turning movement was obtained from the Synchro traffic analysis model. The user may enter values for truck percentage at intersection approaches, which are primarily used to determine saturation flow rate. Neither the Synchro model nor the Maricopa Association of Governments (MAG) data used as a basis for this model include details to disaggregate the vehicle mix to the 13 classifications required by MOVES. In the absence of vehicle mix data by turning movement for this project, the traffic analysis team used the second method listed in Section 2.4.5 of Using MOVES2014 in Project-Level Carbon Monoxide Analyses (EPA 2015): source type distribution consistent with the road type used in the latest regional emissions analysis. This distribution was developed using the source type population data included in the MAG regional emissions model. The same distribution was used for all roadways in the CO analysis, regardless of road type, because that level of data was not available. This source type distribution does not correspond to the truck percentages presented in the May 9th Technical Memorandum because the volumes and percentages in the memorandum were specific to I-10, and do not necessarily reflect the percentages of vehicles using the interchanges.

14	Air Quality Technical Report	**FHWA**	Are there going to be sidewalks on the Baseline Road underpass of I-10 in the build scenario? If so, receptors should be placed in locations shown by the red arrows below.	D	Yes, there will be sidewalks on Baseline Road where it crosses over I-10. Receptors were not included because the air quality analysis team considered the sections between the ramps and the mainline acted as medians. In Guideline for Modeling Carbon Monoxide from Roadway Intersections (EPA 1992), Section 2.2 provides criteria for siting intersection receptors. On page 2-3, median strips of roadways are listed as an example of unreasonable receptor sites.
15	Air Quality Technical Report	**FHWA**	Are there going to be sidewalks on the Elliott Road overpass of I-10 in the build scenario? If so, receptors should be placed in locations shown by the red arrows below.	A	Yes, there will be sidewalks on Elliott Road where it crosses over I-10. Receptors were not included because the air quality analysis team considered the sections between the ramps and the mainline acted as medians. In Guideline for Modeling Carbon Monoxide from Roadway Intersections (EPA 1992), Section 2.2 provides criteria for siting intersection receptors. On page 2-3, median strips of roadways are listed as an example of unreasonable receptor sites.
16	Air Quality Technical Report	**FHWA**	The GIS receptor shapefiles in the ‘Receptor GIS Layers’ folder shared with FHWA doesn’t appear to match with the images shared in the ADOT ‘Summary’ document for the Broadway Road and I-10 interchange.	A	The GIS shapefile previously provided was not correct. A number of receptors that were included in the CAL3QHCR model were missing. A new shapefile has been provided that includes all modeled receptors. Coordinates for modeled receptors can also be found in the CAL3QHC input and output files in the UTM coordinate system.

EPA COMMENTS

RE: Questions regarding the Air Quality Technical Report for I-10 Broadway Curve

1 message

meek, clifton <meek.clifton@epa.gov> Mon, Nov 18, 2019 at 5:22 PM
To: Beverly Chenausky <bchenausky@azdot.gov>
Cc: "Wamsley, Jerry" <Wamsley.Jerry@epa.gov>, "Katie Rodriguez (KRodriguez@azdot.gov)" <KRodriguez@azdot.gov>

Hi Beverly-

Thank you for your thorough response. I believe your suggestions below to include the table with truck volumes as well as a narrative of the PM10 decision process will greatly improve the clarity of the final Air Quality technical report. Tables 6-8 in the Traffic Memo include Truck %, which would be helpful to include in the table with truck volumes as well. Also, per our question #4 below, we recommend that there be a qualitative narrative provided in the document regarding the determination that none of the intersections has a significant number of diesel trucks. As you suggest, there are no set thresholds for significance, so it is important to describe the decision-making process behind your determination of significance.

Please let me know if you have any questions regarding our comments above, or if you would like to discuss them in further detail.

Thanks,

Clifton

Clifton Meek, Life Scientist

U.S. EPA, Region 9

Environmental Review Branch - Transportation Team

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San Francisco, CA 94105

phone: 415-972-3370

meek.clifton@epa.gov

From: Beverly Chenausky <bchenausky@azdot.gov>
Sent: Tuesday, November 05, 2019 11:15 AM
To: meek, clifton <meek.clifton@epa.gov>
Cc: Wamsley, Jerry <Wamsley.Jerry@epa.gov>; Katie Rodriguez (KRodriguez@azdot.gov) <KRodriguez@azdot.gov>
Subject: Re: Questions regarding the Air Quality Technical Report for I-10 Broadway Curve

Clifton -

Since this is a draft version of the report we can add clarification as needed and include modified table(s) that were provided in another form, either with GIS files or the supplement traffic memo. I have noticed that EPA has not downloaded any of the files currently on our ShareFile yet, however several of the traffic questions are in the traffic memo see Table 6 through 8 (reattaching) or in the files provided on ShareFile. For the final air quality report we will include the supporting traffic data in the Appendixes. I have responded directly to your comments below in red, let me know if this answers your questions. I am also including the table with the truck volumes included in the intersection LOS that we will be adding to the Air Quality Report (word doc), we will also add more description of PM10 in the report instead of referencing the Appendix.

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

On Fri, Nov 1, 2019 at 12:05 PM meek, clifton <meek.clifton@epa.gov> wrote:

> Hi Beverly-
>
> We have a few clarifying questions on the Air Quality Technical Report for the I-10 Broadway Curve that we're hoping you can answer before the close of the comment period on Nov 18.
>
> The traffic volumes represented in table 4 (also Table 2, Appendix A) are not labeled or differentiated as to truck volume or combined and total vehicle volume; hence, there is some confusion about whether or not the truck volumes are significant given the intersection LOS reported. Though not labeled, Table 2 in Appendix A would lead one to believe that these are truck volumes and that they are not considered significant. With this is mind, we have the following questions:
>
> (1) Are the vehicle volumes represented in Table 4 (and Table 2 in Appendix A) truck volumes? or mixed vehicles?

See Traffic Memo Attached. Table 4 in the report was informational in terms of overall LOS between existing and No Build and Build for the purposes of the CO LOS triggers -using total peak volumes. Unfortunately there was an oversight in not including a specific trucks LOS table for Appendix A for the PM10 questionnaire (use of the version without trucks split out). However, the data used for the tables in the Appendix were obtained from the GIS data and traffic tables data that was provided on ShareFile during interagency consultation. We will be bringing forward the truck volumes in the LOS table and note that in the final air quality report (see attached word doc) as the purpose of Table 4 was for the CO modeling that was done for the report. We can expand on the section in the air quality report discussing the PM10 project of air quality concern instead of just referencing the attachments or traffic data for clarity on the decision in the actual report.

> (2) If these represent mixed traffic volumes, then what assumptions did ADOT make about truck volumes? And why is that result not significant given the degradation or no improvement of LOS at several of these intersections?; or

Table 4 is total volume, not truck volumes as noted in (1). Traffic data was provided in interagency consultation in the Appendix A, on ShareFile with the GIS ShapeFiles and in the Traffic Memo. The truck volumes are provided by the Maricopa Association of Governments (MAG) the MPO, they have a robust truck traffic model in their regional model and have discussed those assumptions in their regional conformity analysis. ADOT does not assign truck volumes for the mainline we obtain truck volumes directly from the MPO - I can provide a point of contact from MAG to explain how they assign the truck volumes using their land use models, social economic models and trip generation assumptions? For the project level portion we obtain the traffic model data directly from MAG from the most current regional conformity modeling (GIS files provided on ShareFile) we also use the same planning assumptions for the emissions model that MAG uses when required for the project level analysis as noted in the CO/PM hot-spot guidance.

> (3) If these represent truck volumes only, why are these truck volumes not considered significant given the degradation or lack of improvement of LOS at several of these intersections.

As mentioned in (1) we will modify Table 2 in report to include truck volumes as it currently reflects total peak volumes.

See Page 4 of EPA FAQ - https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UKQS.pdf

There is a 2 part requirement in the hot-spot regulations pertaining to whether the project is a project of air quality concern for a roadway expansion project with congestested intersections. First, is there a "significant increase of trucks attributed to the project" and second does

the significant increase in trucks occur at congested intersections (LOS D+). This project is not changing any of the design features at the intersections so there is no significant increase in trucks or LOS changes "due to the project". Case in point several California projects have very congested facilities

LOS E yet don't rise to a project of air quality concern.

> (4) Please clarify what truck volume is considered "significant" in this instance and why that level was chosen. This is crucial to understanding ADOT's conclusion that this project does not need further PM analysis.

- ADOT does not set "thresholds" for significance we were already cautioned away from setting thresholds by EPA/FHWA, as such we use interagency consultation to determine significance, EPA even re-clarifies that the examples in the hot-spot regulations are not thresholds for significance, only examples.

> Thanks,
>
> Clifton
>
> ---
>
> Clifton Meek, Life Scientist
>
> U.S. EPA, Region 9
>
> Environmental Review Branch - Transportation Team
>
> 75 Hawthorne Street, TIP-2
>
> San Francisco, CA 94105
>
> phone: 415-972-3370
>
> meek.clifton@epa.gov
>
> **From:** Beverly Chenausky <bchenausky@azdot.gov>
> **Sent:** Friday, October 04, 2019 2:22 PM
> **To:** Lindy Bauer <lbauer@azmag.gov>; Wamsley, Jerry <Wamsley.Jerry@epa.gov>; Johanna Kuspert - AQDX <JKuspert@mail.maricopa.gov>; Transportationconformity <transportationconformity@azdeq.gov>; Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>; Paul O'brien <POBrien@azdot.gov>
> **Cc:** meek, clifton <meek.clifton@epa.gov>; OConnor, Karina <OConnor.Karina@epa.gov>; ADOTAirNoise - ADOT <adotairnoise@azdot.gov>; Dean Giles <dgiles@azmag.gov>; Amy Ritz <aritz@azdot.gov>; tshin@mag.maricopa.gov; Katie Rodriguez <krodriguez@azdot.gov>
> **Subject:** Re: Interagency Consultation: Determining Project of Air Quality Concern in MAG Region
>
> The draft air quality report and associated environmental assessment has been published on the project website (best viewed with Chrome):
>
> https://azdot.gov/planning/transportation-studies/interstate-10-broadway-curve-interstate-17-split-loop-202-santan
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> Please submit any comments on the air quality report or the environmental assessment through the following options (see the attached newspaper advertisement):
>
> Online: Online(link is external)
>
> Email: BroadwayCurve@azdot.gov(link sends e-mail)
>
> Phone: 602.501.5505

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

The associated air quality modeling files for this project will be made available via ShareFile, if you have not registered or used ADOT's ShareFile before the instructions are attached, if you do not receive a separate notification from ShareFile please let me know (check spam for noreply@sf-notifications.com).

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

Image removed by sender.

On Tue, Jul 9, 2019 at 9:15 AM Beverly Chenausky <bchenausky@azdot.gov> wrote:

> As there are no objections or request for changes to the CO modeling assumptions provided June 6th, 2019, interagency consultation is complete. The project will commence with the CO modeling for conformity the results of this analysis will be included in the air quality report that will be developed for the Environmental Assessment scheduled to be released for public comment later this year. Additional notification will be provided when the draft analysis is available for review, any requested modeling files will be provided at that time, 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
>
> Image removed by sender.
>
> On Thu, Jun 20, 2019 at 8:42 AM Beverly Chenausky <bchenausky@azdot.gov> wrote:
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> >
> > **Beverly T. Chenausky**
> > **Air & Noise Program Manager**
> > MD EM02, Room 41
> > 1611 W. Jackson St.
> > Phoenix, AZ 85007
> > 602.712.6269
> > azdot.gov
> >
> > Image removed by sender.
> >
> > On Thu, Jun 6, 2019 at 11:59 AM Beverly Chenausky <bchenausky@azdot.gov> wrote:

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Additionally, ADOT has determined that the project requires a quantitative hot-spot analysis only for CO, the modeling assumptions for Attached is the combined *Project Level CO Hot-Spot Analysis Questionnaire* demonstrating the need for analysis and the *Project Level CO Quantitative Hot_Sot Analysis - Consultation Document.* The Purpose of this document is to describe the methods, models and assumptions used for a quantitative hot-spot analysis as required in 40 CFR 93.105(c)(1)(i), 93.123, 93.116, additional information on the receptor locations is also included (as zip file). It is requested that the consulted parties provide comments or questions on the methods, models and assumptions within **30 days,** a non-response will be interpreted as concurrence with the planning assumptions as describe in the attached CO document.

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Phoenix, AZ 85007
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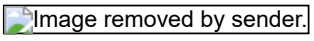

FHWA COMMENTS

Gmail by Google

Beverly Chenausky <bchenausky@azdot.gov>

RE: Interagency Consultation: Determining Project of Air Quality Concern in MAG Region

1 message

Hansen, Alan (FHWA) <Alan.Hansen@dot.gov> Mon, Dec 2, 2019 at 3:08 PM
To: "bchenausky azdot.gov" <bchenausky@azdot.gov>
Cc: Paul O'Brien <POBrien@azdot.gov>, Carmelo Acevedo <cacevedo@azdot.gov>, "rsamour@azdot.gov" <rsamour@azdot.gov>, "Lirange, Aryan (FHWA)" <Aryan.lirange@dot.gov>, "Yedlin, Rebecca (FHWA)" <Rebecca.Yedlin@dot.gov>, "Sarhan, Anthony (FHWA)" <Anthony.Sarhan@dot.gov>, Katie Rodriguez <krodriguez@azdot.gov>, Amy Ritz <aritz@azdot.gov>, "Elsken, Jennifer (FHWA)" <jennifer.elsken@dot.gov>

Hi Beverly,

In trying to help the discussion when we finally do meet, we want to share our specific concerns so everyone will be in a better position to discuss them. They are as follows:

- Our resource center provided comments regarding the location of the receptors and specifically as related to the pedestrian locations. In the report that was sent, it is not clear that these comments were addressed. It would be helpful to have information, such as a graphic, that shows the receptor locations so the resolution of this comment can be confirmed;
- We had also commented about the traffic data used in the model, specifically that it appears that the AQ model was run prior to the final traffic engineering report. We look for the traffic data in the model to be the same as the traffic data that is being used for the development of the project, so we are looking for documentation that confirms that the traffic data for the model and project development are the same;
- Finally on consultation, we are aware that the EPA submitted comments regarding the truck traffic volumes on some of the intersections and we would like to see confirmation from EPA that their comments have been addressed and also believe that this interagency air quality exchange is documented and transparent.

These are the concerns that we have with the AQ analysis on this project and would like to have these comments addressed prior to the request for a project level air quality conforming determination being submitted to FHWA. We are still looking for a date for a meeting. Thank you,

Alan R. Hansen

Team Leader – PEARC

4000 N. Central Ave.

Suite 1500

Phoenix, AZ 85012-3500

(602) 382-8964

From: bchenausky azdot.gov
Sent: Monday, November 18, 2019 3:12 PM
To: Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>
Cc: Paul O'Brien <POBrien@azdot.gov>; Carmelo Acevedo <cacevedo@azdot.gov>; rsamour@azdot.gov; Lirange, Aryan (FHWA) <Aryan.lirange@dot.gov>; Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>; Sarhan, Anthony (FHWA) <Anthony.Sarhan@dot.gov>; Katie Rodriguez <krodriguez@azdot.gov>; Amy Ritz <aritz@azdot.gov>; Claggett, Michael (FHWA) <Michael.Claggett@dot.gov>
Subject: Re: Interagency Consultation: Determining Project of Air Quality Concern in MAG Region

Alan,

I have attached a summary of all the responses during May/June as emails were sent between various people at different times during the project review. Note that the final changes were incorporated into the documents that went out for interagency consultation on June 6th, as highlighted below, addressing all the comments provided by FHWA from May. Given ADOT does not know what information was already provided to the Resource Center staff and that the project has now moved passed consultation with a formal air quality report and modeling, any meeting topics should be based on the October 4th Version of the air quality report posted on our website and the actual modeling that occurred uploaded to ShareFile. Please provide me a few dates that FHWA staff will be available for a meeting with the project team at ADOT to discuss any needed changes to the draft air quality report and/or the associated modeling for the final version of the air quality report.

Beverly Chenausky <bchenausky@azdot.gov> Thu, Jun 6, 11:59 AM

to Lindy, Wamsley.Jerry, Johanna, Transportationconformity, Alan, Paul, Clifton, Karina, ADOTAirNoise, Dean, Katie

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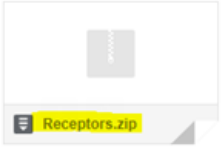
Beverly T. Chenausky
Air & Noise Program Manager
MD EM02, Room 41
1611 W. Jackson St.
Phoenix, AZ 85007
602.712.6269
azdot.gov
ADOT Environmental Planning

3 Attachments



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ADOT Environmental Planning

On Mon, Nov 18, 2019 at 7:22 AM Hansen, Alan (FHWA) <Alan.Hansen@dot.gov> wrote:

> In reviewing this submittal, the division and resource center have determined that FHWA resource center comments from May have still not been addressed. This was also noted in the FHWA response to the POAQC sent in June. FHWA believes that it would be best to meet and discuss the resolution of comments with the entire team including the development team who we are copying on this email.
>
> Alan R. Hansen
>
> Team Leader – PEARC
>
> 4000 N. Central Ave.
>
> Suite 1500
>
> Phoenix, AZ 85012-3500
>
> (602) 382-8964
>
> **From:** bchenausky azdot.gov
> **Sent:** Friday, October 4, 2019 2:22 PM
> **To:** LBauer azmag.gov <LBauer@azmag.gov>; Wamsley.Jerry <wamsley.jerry@epa.gov>; Johanna Kuspert - AQDX <JKuspert@mail.maricopa.gov>; Transportationconformity <transportationconformity@azdeq.gov>; Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>; Paul O'brien <POBrien@azdot.gov>

Cc: Clifton Meek <meek.clifton@epa.gov>; Karina O'Conner <oconnor.karina@epa.gov>; ADOTAirNoise - ADOT <adotairnoise@azdot.gov>; Dean Giles <dgiles@azmag.gov>; Amy Ritz <aritz@azdot.gov>; tshin@mag.maricopa.gov; Katie Rodriguez <krodriguez@azdot.gov>
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c/o ADOT Communications
1655 W. Jackson St. MD 126F
Phoenix, AZ 85007

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

RE: Interagency Consultation: Determining Project of Air Quality Concern in MAG Region

1 message

Hansen, Alan (FHWA) <Alan.Hansen@dot.gov> Mon, Dec 30, 2019 at 9:24 AM
To: "bchenausky azdot.gov" <bchenausky@azdot.gov>
Cc: Paul O'Brien <POBrien@azdot.gov>, Carmelo Acevedo <cacevedo@azdot.gov>, "rsamour@azdot.gov" <rsamour@azdot.gov>, "Lirange, Aryan (FHWA)" <Aryan.lirange@dot.gov>, "Yedlin, Rebecca (FHWA)" <Rebecca.Yedlin@dot.gov>, "Sarhan, Anthony (FHWA)" <Anthony.Sarhan@dot.gov>, Katie Rodriguez <krodriguez@azdot.gov>, Amy Ritz <aritz@azdot.gov>, "Claggett, Michael (FHWA)" <Michael.Claggett@dot.gov>

Hi Beverly,

I got your voicemail. For the week of Jan 13-17, the best times for FHWA are:

Jan 13 7-10:30am

Jan 14 9-10:30am

Jan 15 noon-3pm

I don't think we will be able to get everyone but those are our best times.

Alan R. Hansen

Team Leader – PEARC

4000 N. Central Ave.

Suite 1500

Phoenix, AZ 85012-3500

(602) 382-8964

From: bchenausky azdot.gov
Sent: Friday, November 22, 2019 9:49 AM
To: Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>
Cc: Paul O'Brien <POBrien@azdot.gov>; Carmelo Acevedo <cacevedo@azdot.gov>; rsamour@azdot.gov; Lirange, Aryan (FHWA) <Aryan.lirange@dot.gov>; Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>; Sarhan, Anthony (FHWA) <Anthony.Sarhan@dot.gov>; Katie Rodriguez <krodriguez@azdot.gov>; Amy Ritz <aritz@azdot.gov>; Claggett, Michael (FHWA) <Michael.Claggett@dot.gov>
Subject: Re: Interagency Consultation: Determining Project of Air Quality Concern in MAG Region

Alan,

Several conflicts occur for the date suggested, I would suggest getting with your staff for the month of December or setting up a doodle poll for availability.

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

ADOT Environmental Planning

On Thu, Nov 21, 2019 at 3:26 PM Hansen, Alan (FHWA) <Alan.Hansen@dot.gov> wrote:

Hi Beverly,

Times are getting difficult due to travel and holidays, but it looks like the morning of 11/26 is open for us.

Alan R. Hansen

Team Leader – PEARC

4000 N. Central Ave.

Suite 1500

Phoenix, AZ 85012-3500

(602) 382-8964

From: bchenausky azdot.gov
Sent: Monday, November 18, 2019 3:12 PM
To: Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>
Cc: Paul O'Brien <POBrien@azdot.gov>; Carmelo Acevedo <cacevedo@azdot.gov>; rsamour@azdot.gov; Lirange, Aryan (FHWA) <Aryan.lirange@dot.gov>; Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>; Sarhan, Anthony (FHWA) <Anthony.Sarhan@dot.gov>; Katie Rodriguez <krodriguez@azdot.gov>; Amy Ritz <aritz@azdot.gov>; Claggett, Michael (FHWA) <Michael.Claggett@dot.gov>
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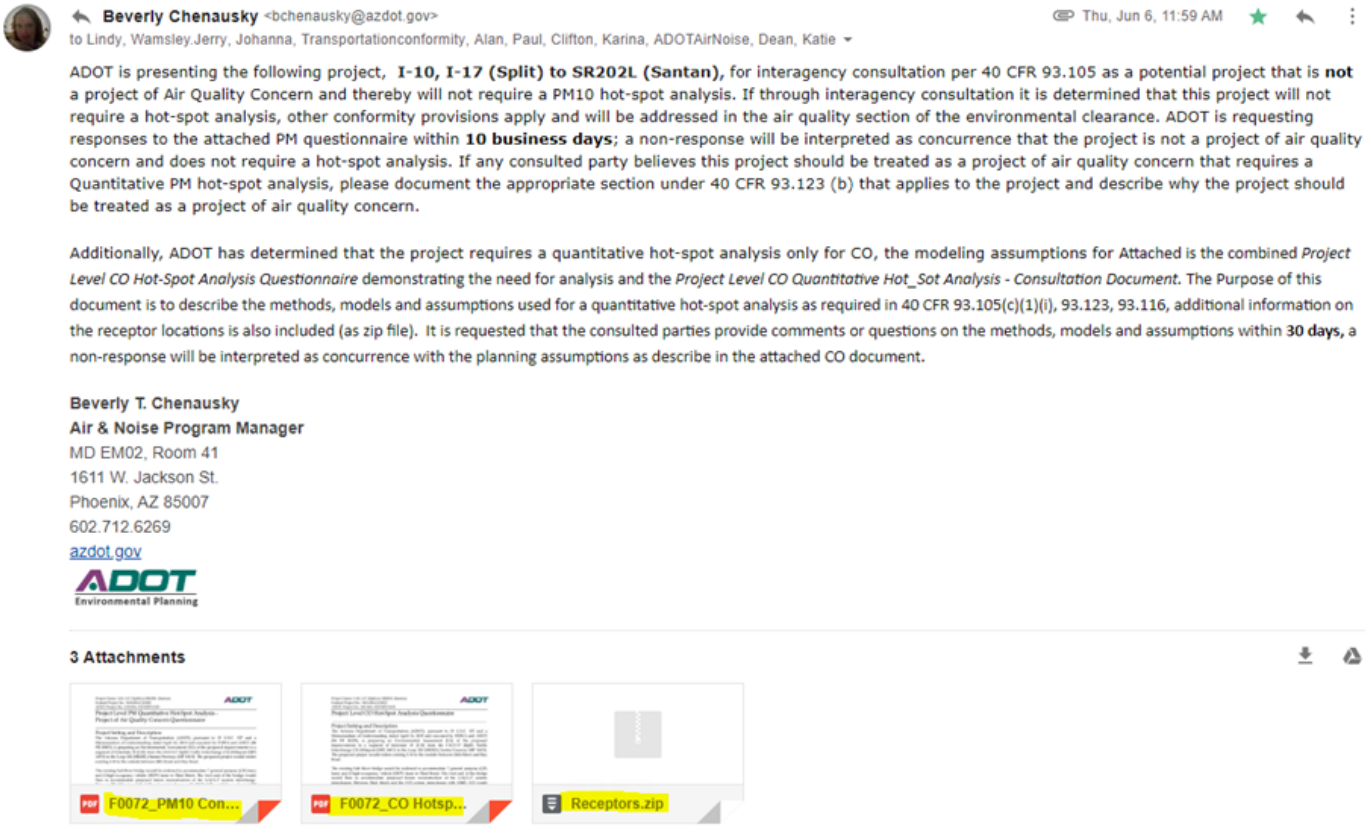

Beverly Chenausky <bchenausky@azdot.gov> Thu, Jun 6, 11:59 AM

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ADOT Environmental Planning

3 Attachments

F0072_PM10 Con... F0072_CO Hotsp... Receptors.zip

F0072; I-10, I-17 Split to SR 202L (Broadway Curve)

Air Quality Discussion

January 14, 2020

1611 W Jackson Street, Phoenix, AZ 85007 (Slide Rock Small Conference Room)

1. Air Quality Consultation Timeline

06/06/2019	ADOT provided zip file of receptor locations, combined "Project Level CO Hot-Spot Analysis Questionnaire" Project Level CO Quantitative Hot-Spot Analysis - Consultation Document" and the "Project Level PM Quantitative Hot-Spot Analysis - Project of Air Quality Concern Questionnaire" for interagency consultation. (This included the comments for changes from FHWA's last email May 28th, 2019).
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11/18/2019	Close of the public comment period for Draft EA. All comments included in matrix attached. FHWA requests a coordination meeting to for air quality regarding coordination prior to 06/06/2019.
12/02/2019	Specific comments on the draft air quality report were provided by FHWA with request for meeting to discuss.

2. Agency and Public Comments received for Draft EA/Air Quality Technical Report (Refer to Matrix)

3. Next Steps
   - Air Quality Conformity Submittal – January 31st, 2020
   - Final EA/FONSI – February 2020

ADOT

Gmail by Google

Beverly Chenausky <bchenausky@azdot.gov>

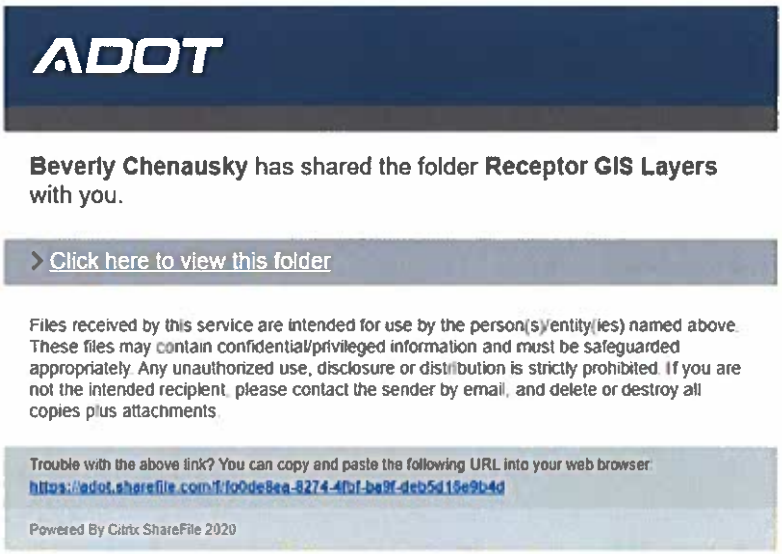
Re: Beverly Chenausky has shared the folder 'F0072 I10 Near Term Improvements' with you.

1 message

Beverly Chenausky <bchenausky@azdot.gov> Thu, Feb 6, 2020 at 11:20 AM
To: "Oesterling, Leigh (FHWA)" <Leigh.Oesterling@dot.gov>
Cc: "Noel, George (FHWA)" <George.Noel@dot.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, "Yedlin, Rebecca (FHWA)" <Rebecca.Yedlin@dot.gov>, "Elsken, Jennifer (FHWA)" <jennifer.elsken@dot.gov>, Paul O'brien <POBrien@azdot.gov>, Joonwon Joo <jjoo@azdot.gov>, Amy Ritz <aritz@azdot.gov>, Aryan Lirange <aryan.lirange@dot.gov>, Robert Samour <rsamour@azdot.gov>, Katie Rodriguez <krodriguez@azdot.gov>

The corrected GIS files have been added to ShareFile a notification should have been sent, let me know if you have any issues obtaining the information. Also, there was mention of comments being submitted in October that ADOT did not receive prior, can that information be sent to me or confirmation that these comments are all the comments that will be provided?

---------- Forwarded message ---------
From: **Beverly Chenausky** <mail@sf-notifications.com>
Date: Thu, Feb 6, 2020 at 11:07 AM
Subject: Beverly Chenausky has shared the folder 'Receptor GIS Layers' with you
To: <jjoo@azdot.gov>



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

ADOT Environmental Planning

On Tue, Feb 4, 2020 at 2:36 PM Beverly Chenausky <bchenausky@azdot.gov> wrote:

Leigh & George -

1. **Please explain why the average January temperature is not being used for MOVES modeling as called for in the EPA CO Hot-Spot Guidance?**

   - The 2018 data were obtained from the average hourly January 2018 values (31 days) and for 2040, the average January values were obtained from the latest 3 years (2016-2018). They were acquired from Local Climatological Data at NOAA.

2. **Please explain why the 2018 and 2040 meteorology data used for the MOVES modeling are different?**

4. **Receptor Questions and Comments**

GIS Receptor Shapefile Comment

- GIS Receptor Shapefile Comment - The summary document summarizes what will be included in the revised report Figure 10 is the correct receptor image and will be included in the report with those changes (the draft Air Quality report did not include the images directly the report). It appears the prior Broadway GIS file was uploaded to ShareFile instead of the updated receptors, we will send the correct one shortly.

Baseline Road and I-10 EB Modeled Receptors Questions, Elliott Road and I-10 EB and WB Modeled Receptors Questions

- We did not include additional receptors for the Baseline Road and Elliott Road underpass/overpass locations and such corrections were not specifically mentioned prior to modeling when we recirculated the receptor locations for consultation. If additional modeling is requested for the few additional receptors along Baseline and Elliot, I would have to have a larger discussion with the project team on the overall schedule.

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

ADOT
Environmental Planning

On Mon, Feb 3, 2020 at 12:53 PM Oesterling, Leigh (FHWA) <Leigh.Oesterling@dot.gov> wrote:

> Hi Beverly,
>
> Just wanted to let you know that we have provided comments on the provided modeling files to the Division Office, who will coordinate the FHWA response.
>
> Thank you,
>
> Leigh
>
> **Leigh Oesterling**
>
> Air Quality Specialist
>
> Environment, Air Quality and Realty Team
>
> Federal Highway Administration Resource Center
>
> Phone: (614) 601-3273
>
> leigh.oesterling@dot.gov
>
> www.fhwa.dot.gov/resourcecenter
>
> -
>
> Federal Highway Administration RESOURCE CENTER 20 YEARS OF SERVICE

From: bchenausky azdot.gov <bchenausky@azdot.gov>
Sent: Thursday, January 30, 2020 11:17 AM
To: Oesterling, Leigh (FHWA) <Leigh.Oesterling@dot.gov>
Cc: Noel, George (FHWA) <George.Noel@dot.gov>
Subject: Re: Beverly Chenausky has shared the folder 'F0072 I10 Near Term Improvements' with you.

Federal Highway Administration RESOURCE CENTER 20 YEARS OF SERVICE

From: mail@sf-notifications.com <mail@sf-notifications.com>
Sent: Friday, January 17, 2020 7:07 PM
To: Oesterling, Leigh (FHWA) <Leigh.Oesterling@dot.gov>
Subject: Beverly Chenausky has shared the folder 'F0072 I10 Near Term Improvements' with you.

ADOT

Beverly Chenausky has shared the folder **F0072 I10 Near Term Improvements** with you.

Note From Beverly:

I've added you to a folder.

Uploading the modeling files that were provided during public review period as 90 days past and the files were remove. As request the receptors were provided in GIS format more details a re in the summary document - let us know if you need anything else.

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

Trouble with the above link? You can copy and paste the following URL into your web browser:
https://adot.sharefile.com/f/fo3776f5-ec18-4ebb-8427-31f561efb793?a=66906ab023b69854

F0072; I-10, I-17 Split to SR 202L (Broadway Curve)

Air Quality Comment Resolution Meeting

February 14, 2020

1611 W Jackson Street, Phoenix, AZ 85007 (Slide Rock Small Conference Room)

1. Air Quality Interagency Consultation Timeline

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12/02/2019	Specific comments on the draft air quality report were provided by FHWA with request for meeting to discuss.

2. FHWA Resource Center Comments Received – February 2020
   - February 3rd, 2020 comments from FHWA Resource Center (submitted by FHWA AZ Division)
   - February 6th, 2020 comments from FHWA Resource Center (submitted by FHWA AZ Division)

3. Next Steps
   - Air Quality Conformity Submittal
   - Final EA/FONSI – February 2020

ADOT

Gmail by Google

Beverly Chenausky <bchenausky@azdot.gov>

I-10 Broadway Curve AQ Conformity - Follow-Up

1 message

Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov> Wed, Feb 19, 2020 at 2:55 PM
To: "bchenausky azdot.gov" <bchenausky@azdot.gov>
Cc: "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, "Lirange, Aryan (FHWA)" <Aryan.lirange@dot.gov>

Hey Beverly.

Just wanted to follow-up and let you know that FHWA had our internal conversation and we don't have any additional comments or feedback for you.

We look forward to receiving and reviewing your work plan. Thanks, Rebecca

Rebecca Yedlin

Environmental Coordinator

Federal Highway Administration Arizona Division

4000 N Central Ave, Ste#1500

Phoenix, AZ 85012

602.382.8979