

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

Project Setting and Description

The Arizona Department of Transportation (ADOT) is planning to increase capacity of Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The approximately 26-mile corridor is located primarily within the Gila River Indian Community as well as the cities of Phoenix and Chandler in Maricopa County, Arizona, and the City of Casa Grande in Pinal County, Arizona. See Figure 1 Vicinity Map on next page.

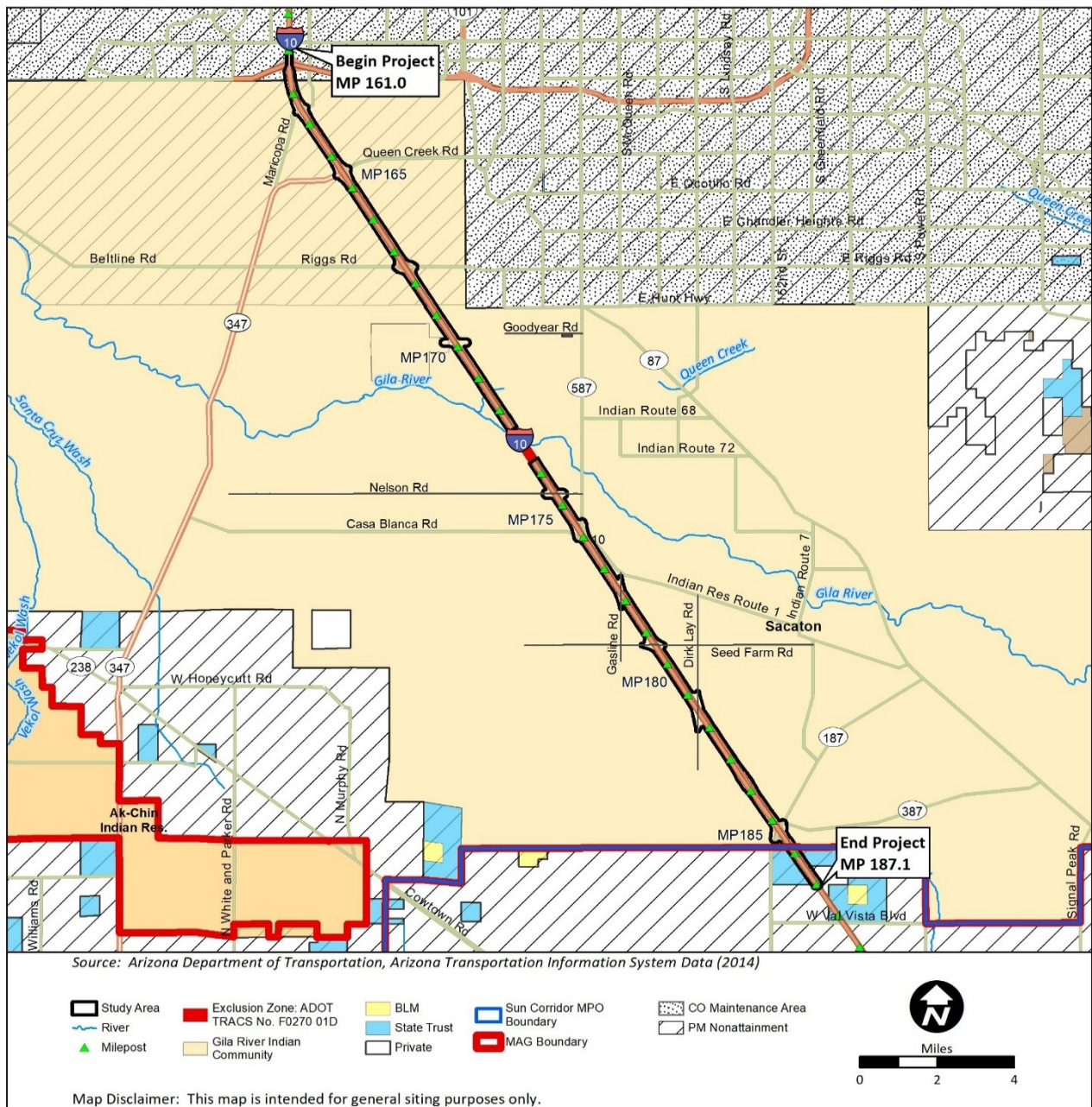
I-10 at the SR 202L (Santan) TI is an urban freeway with six 12-foot-wide lanes, 3 westbound and 3 eastbound. South of Pecos Road, at approximately MP 162.5, I-10 leaves the metropolitan Phoenix area, becomes a rural freeway, dropping to 2 lanes in each direction around MP 164.2. I-10 remains a rural facility through the Gila River Indian Community. Near Casa Grande, at approximately MP 187, the I-10 once again transitions to 3 lanes in each direction. Within the study area, the I-10 is mostly a divided freeway separated by open desert, except for the northern mile of the proposed project which includes a median barrier system. The median shoulder widths along I-10 are generally 2 feet through the majority of the corridor but increases to 12 feet at the northern end of the project limits, and are generally 10 feet on the outside.

The purpose of the project is to increase the vehicular capacity of I-10 in the study area. I-10 is a major transportation interstate route for freight and passenger vehicular traffic, connecting Arizona's largest major metropolitan cities of Phoenix and Tucson. Additionally, the I-10 corridor provides a principle link for freight traffic from the ports of California, provides movement of international commerce, and plays a key role in the transportation infrastructure of Arizona, contributing to its economic success. The sections of I-10 both north and south of the study area have already been expanded to at least three lanes in each direction by ADOT, as noted above, and this proposed action would continue those expansion efforts on this existing 4-lane section of I-10 in the study area to meet the need of increased travel demand and traffic congestion by improving the overall capacity of I-10 in Maricopa and Pinal Counties.

The project limits are generally located within ADOT's I-10 easement via agreement with the Gila River Indian Community and the Bureau of Indian Affairs. Additional new easements may be needed at the Tis, around the grade separations, and around the ramp gores. As design progresses, additional easement may be required in other locations.

Approximately, the first eight miles of the study area (MP 161 to MP 169) are located in the Maricopa County (Phoenix) Nonattainment Area for particulates 10-microns in diameter or less (PM₁₀) and the last one mile of the study area (MP 186 to MP 187) is located in the Pinal County PM₁₀ Nonattainment Area. This entire project will be included in the FY 2020 – 2024 MAG Transportation Improvement Program (TIP) scheduled for Regional Council approval on September 22nd, 2021.

Figure 1. Project Vicinity Map



Federal Aid No. 010-C(222)S
 ADOT TRACS No. F0252 01L & 02L
 Interstate 10 Corridor Study: State Route 202L to State Route 387

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.

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 starting discussion for determining if the project is a project of air quality concern.

The project does not match any of the listed project types in 40 CFR 123(b)(1) above.

New Highway Capacity

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

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

NO – This project is not a new highway project.

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 an expanded highway project, but there is not a significant increase in the number of diesel vehicles. The Maricopa Association of Governments (MAG) travel demand model estimates that the percentage of truck traffic along the corridor will not increase significantly as a result of the project. The AADT and truck percentage for the Build alternative were compared to the No Build alternative along the mainline and at six TIs along the project corridor, as summarized in Table 1 and 2. The percentage increase in the medium and heavy trucks ranges from a -5.86% to 1.35%, and the total increase in medium and heavy truck volume ranges from -300 to 4,300.

Table 1 – I-10 Mainline AADT and Truck Percentage in Existing, No Build and Build Conditions

Mainline AADT and Truck %	PM10 Non- attain- ment	2018 Existing		2025 No-Build		2025 Build		2035 No-Build		2035 Build		2040 No-Build		2040 Build		2040 Difference (Build – No-Build)		
		AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	Truck AADT
Wild Horse Pass Blvd	Y	123,800	15.35%	142,400	18.05%	148,700	19.23%	163,900	21.05%	181,200	20.08%	162,800	24.14%	197,000	22.13%	34,200	-2.01%	4,300
SR 347/Queen Creek Rd	Y	107,100	17.18%	126,600	19.59%	133,800	20.40%	146,500	22.80%	164,600	22.30%	137,500	27.42%	171,100	24.55%	33,600	-2.87%	4,300
Riggs Rd	Y	82,800	20.77%	97,000	24.33%	104,400	24.71%	109,100	28.96%	128,800	27.71%	116,700	31.36%	152,200	26.94%	35,500	-4.42%	4,400
SR 587/ Casa Blanca Rd	N	65,200	24.54%	76,700	27.77%	83,700	27.72%	92,400	32.14%	107,400	30.17%	100,100	34.47%	133,500	28.61%	33,400	-5.86%	3,700
Seed Farm Rd	N	69,800	24.64%	80,900	27.69%	87,000	28.16%	98,900	31.85%	113,500	30.31%	107,500	34.05%	141,500	28.69%	34,000	-5.36%	4,000
SR 387/ SR 187/Pinal Ave	N	69,800	24.64%	80,900	27.69%	87,000	28.16%	99,100	31.58%	113,700	30.08%	108,100	33.58%	141,100	28.63%	33,000	-4.95%	4,100

Note: Truck% includes heavy truck and medium truck. AADT at intersections include volumes on approach lanes.

Source: Draft Traffic Analysis Memorandum dated August 2021 provided by Wilson Company.

Table 2 – Intersection AADT and Truck Percentage in Existing, No Build and Build Conditions

Intersection AADT and Truck %	PM10 Non- attain- ment area	2018 Existing		2025 No-Build		2025 Build		2035 No-Build		2035 Build		2040 No-Build		2040 Build		2040 Difference (Build – No-Build)		
		AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	Truck AADT
WHP Blvd & EB I-10	Y	24,800	4.44%	42,600	5.16%	42,600	5.40%	78,300	5.62%	78,300	5.62%	96,200	6.03%	96,200	6.34%	0	0.34%	300
WHP Blvd & WB I-10	Y	19,600	6.63%	34,800	8.62%	34,800	8.91%	65,200	9.36%	65,200	9.36%	80,400	8.46%	80,400	8.83%	0	0.32%	300
Queen Creek Rd & EB I-10	Y	38,000	4.74%	49,000	4.29%	49,000	4.69%	71,000	4.93%	71,000	5.35%	82,000	5.49%	82,000	5.61%	0	0.08%	100
Queen Creek Rd & WB I-10	Y	28,000	5.36%	37,400	5.08%	37,400	5.35%	56,100	5.35%	56,100	5.88%	65,500	5.95%	65,500	6.11%	0	0.13%	100
Riggs Rd & EB I-10	Y	14,200	10.56%	16,200	9.88%	16,200	8.64%	20,300	8.37%	20,300	9.36%	22,300	9.87%	22,300	11.21%	0	1.22%	300
Riggs Rd & WB I-10	Y	17,800	8.99%	19,200	10.42%	19,200	10.47%	21,900	9.59%	21,900	10.05%	23,300	10.73%	23,300	11.59%	0	0.67%	200
Casa Blanca Rd & EB I-10	N	8,000	11.25%	10,900	11.93%	19,100	10.99%	16,600	13.86%	21,900	12.79%	19,400	14.95%	23,500	14.47%	4,100	-0.33%	500
Casa Blanca Rd & WB I-10	N	12,800	12.5%	16,200	12.96%	17,800	13.48%	23,100	15.58%	20,900	16.27%	26,500	16.98%	22,700	18.50%	-3,800	1.35%	-300
Seed Farm Rd & EB I-10	N	-	-	-	-	-	-	-	-	2,200	9.09%	-	-	2,200	9.09%	-	-	-
Seed Farm Rd & WB I-10	N	-	-	-	-	-	-	-	-	1,900	10.53%	-	-	1,900	10.53%	-	-	-
Pinal Ave & EB I-10	N	20,900	11.00%	24,400	13.11%	24,400	13.11%	31,400	14.65%	31,400	15.92%	34,900	16.05%	34,900	16.91%	0	0.86%	300
Pinal Ave & WB I-10	N	15,100	11.92%	19,400	13.92%	19,400	13.92%	28,100	15.66%	28,100	16.73%	32,500	17.23%	32,500	17.85%	0	0.53%	200

Source: Draft Traffic Analysis Memorandum dated August 2021 provided by Wilson Company.

Projects with Congested Intersections

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

NO – This is not a project that affects a congested intersection of LOS D or will change LOS to D or greater which has a significant number of diesel trucks, see Table 3. The intersection operation analysis shows 12 intersections have a LOS D or worse in with the 2040 No Build scenario, and all of these intersections have LOS C or better in with the 2040 Build scenario. Overall the intersection LOS only improves with the build alternative and isn't negatively impacted by this proposed project.

Table 3 – Intersection LOS (overall, not for each link) in the Project Area

Intersection LOS	PM10 Non- attainment Area	2018 Existing		2025 No-Build		2025 Build		2035 No-Build		2035 Build		2040 No-Build		2040 Build	
		AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
WHP Blvd & EB I-10	Y	B	B	B	B	B	A	F	C	B	B	F	E	B	B
WHP Blvd & WB I-10	Y	B	B	B	B	A	A	B	D	A	A	B	D	A	B
Queen Creek Rd & EB I-10	Y	C	D	C	E	B	B	D	F	C	B	E	F	C	C
Queen Creek Rd & WB I-10	Y	B	C	B	D	B	B	D	E	B	B	F	E	B	B
Riggs Rd & EB I-10	Y	C	B	B	B	B	B	C	B	B	B	B	B	B	B
Riggs Rd & WB I-10	Y	B	C	C	B	B	B	C	B	B	B	C	B	B	B
Casa Blanca Rd & EB I-10	N	E	C	F	E	A	A	F	E	A	A	F	E	A	A
Casa Blanca Rd & WB I-10	N	F	D	F	F	A	A	F	F	A	A	F	F	A	A
Seed Farm Rd & EB I-10	N	-	-	-	-	-	-	-	-	A	A	-	-	A	A
Seed Farm Rd & WB I-10	N	-	-	-	-	-	-	-	-	A	A	-	-	A	A
Pinal Ave & EB I-10	N	F	F	F	F	B	A	F	F	B	A	F	F	B	A
Pinal Ave & WB I-10	N	F	F	F	F	B	C	F	F	B	C	F	F	B	C

Source: Draft Traffic Analysis Memorandum dated August 2021 provided by Wilson Company.

New Bus and Rail Terminals

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

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

Expanded Bus and Rail Terminals

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

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

Projects Affecting PM Sites of Violation or Possible Violation

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

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

POAQC Determination

The Traffic Operations Analysis does not show a significant increase in diesel truck traffic volume due to the Project. Therefore, ADOT is recommending that this project is not a project of air quality concern and does not require a PM₁₀ quantitative analysis.

Interagency Consultation Results

On August 26, 2021 ADOT provided a copy of this questionnaire, to the following consultation parties, EPA, FHWA, MAG, Sun Corridor Metropolitan Planning Organization (SCMPO), Arizona Department of Environmental Quality (ADEQ), Maricopa County Air Quality Department and Pinal County Air Quality Control District as the local air agencies in Maricopa and Pinal County. There were no objections to the project determination and on September 15, 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).

Interagency Consultation Emails

Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387

2 messages

ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

Thu, Sep 16, 2021 at 10:48 AM

Draft To: Beverly Chenausky <bchenausky@azdot.gov>

Cc: Lindy Bauer <lbauer@azmag.gov>, ihiggs@scmpo.org, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, michael.sundblom@pinal.gov, "Wamsley.Jerry" <wamsley.jerry@epa.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, Dean Giles <dgiles@azmag.gov>, jhafner@scmpo.org, Scott DiBiase <scott.dibiase@pinal.gov>, Rebecca Yedlin <rebecca.yedlin@dot.gov>, Karina O'Conner <oconnor.karina@epa.gov>, Clifton Meek <meek.clifton@epa.gov>, Paul O'brien <POBrien@azdot.gov>, Steven Olmsted <solmsted@azdot.gov>, Carlos Lopez <clopez@azdot.gov>

As there are no objections to the project determination presented, 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). Details on the air quality report and associated environmental document review period for this project will be provided when available.

[Quoted text hidden]

Beverly Chenausky <bchenausky@azdot.gov>

Thu, Aug 26, 2021 at 10:48 AM

To: Lindy Bauer <lbauer@azmag.gov>, ihiggs@scmpo.org, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, michael.sundblom@pinal.gov, "Wamsley.Jerry" <wamsley.jerry@epa.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>

Cc: Dean Giles <dgiles@azmag.gov>, jhafner@scmpo.org, Scott DiBiase <scott.dibiase@pinal.gov>, Rebecca Yedlin <rebecca.yedlin@dot.gov>, Karina O'Conner <oconnor.karina@epa.gov>, Clifton Meek <meek.clifton@epa.gov>, Paul O'brien <POBrien@azdot.gov>, Steven Olmsted <solmsted@azdot.gov>, Carlos Lopez <clopez@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

ADOT is presenting the following project, **I-10, SR 202L to SR 387**, for interagency consultation, 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. ADOT is requesting responses to the attached *F0252_Interagency_Consultation_82621.pdf*, **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 PM10 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. Additionally, ADOT has determined that there are no intersections in the project area in the CO maintenance areas, a qualitative CO analysis under 40 CFR 93.123(a)(2) will be included in a formal air quality report associated with Environmental Clearance.

This project crosses multiple jurisdictions, approximately, the first eight miles of the study area (MP 161 to MP 169) are located in the Maricopa County (Phoenix) Nonattainment Area for particulates 10-microns in diameter or less (PM10) and the last one mile of the study area (MP 186 to MP 187) is located in the Pinal County PM10 Nonattainment Area. Only less than one mile of the study area beginning at MP 161 is located in the Maricopa County (Phoenix) Maintenance Area for carbon monoxide (CO) and no signal intersections are within this segment, and the midsection of this project through the Gila River Indian Community is in attainment. The attached traffic study includes additional details for the entire project and an excerpt of one of the traffic tables is also attached to show the location of planned project activities.

Please let me know if you have any additional questions or need additional time to review. All other project details, upcoming events, and additional information on how to subscribe to project updates can be found on the project website at:

<https://i10wildhorsepasscorridor.com/>

Beverly T. Chenausky
Air & Noise Program Manager

MD EM02

205 South 17th Avenue

Phoenix, AZ 85007

C: 480.390.3417

azdot.gov**3 attachments**

 **F0252_ProjectArea.pdf**
448K

 **F0252_Interagency Consultation_82621.pdf**
2436K

 **TrafficMemo for AQ 08092021 V4 (1).pdf**

Re: Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387

1 message

Beverly Chenausky <bchenausky@azdot.gov>

Wed, Sep 15, 2021 at 11:11 AM

To: Lindy Bauer <lbauer@azmag.gov>, ihiggs@scmpo.org, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, michael.sundblom@pinal.gov, "Wamsley.Jerry" <wamsley.jerry@epa.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>

Cc: Dean Giles <dgiles@azmag.gov>, jhafner@scmpo.org, Scott DiBiase <scott.dibiase@pinal.gov>, Rebecca Yedlin <rebecca.yedlin@dot.gov>, Karina O'Conner <oconnor.karina@epa.gov>, Clifton Meek <meek.clifton@epa.gov>, Paul O'Brien <POBrien@azdot.gov>, Steven Olmsted <solmsted@azdot.gov>, Carlos Lopez <clopez@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

As there are no objections to the project determination presented, interagency consultation has concluded 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). Details on the draft air quality report and the associated environmental document, including the public review period for this project will be provided when available.

Beverly

On Thu, Aug 26, 2021 at 10:48 AM Beverly Chenausky <bchenausky@azdot.gov> wrote:

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**RE: Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387**

1 message

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

Tue, Sep 14, 2021 at 12:02 PM

To: Beverly Chenausky <bchenausky@azdot.gov>

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

Hello Beverly,

Thank you for the opportunity to review and comment on the Project of Air Quality Concern Questionnaire (PM) for the added lanes on I-10, approximately between SR202L to SR387, in southern Maricopa and northern Pinal Counties. We have no comments or suggestions for your review. And, thank you for the additional time allowing for our review.

Sincerely,

Jerry Wamsley

From: Beverly Chenausky <bchenausky@azdot.gov>**Sent:** Thursday, August 26, 2021 10:48 AM**To:** Lindy Bauer <lbauer@azmag.gov>; ihiggs@scmpo.org; Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>; Transportationconformity <transportationconformity@azdeq.gov>; michael.sundblom@pinal.gov; Wamsley, Jerry <Wamsley.Jerry@epa.gov>; Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>**Cc:** Dean Giles <dgiles@azmag.gov>; jhafner@scmpo.org; scott.dibiase <scott.dibiase@pinal.gov>; Rebecca Yedlin <rebecca.yedlin@dot.gov>; OConnor, Karina <OConnor.Karina@epa.gov>; Meek, Clifton <meek.clifton@epa.gov>; Paul O'brien <POBrien@azdot.gov>; Steven Olmsted <solmsted@azdot.gov>; Carlos Lopez <clopez@azdot.gov>; ADOTAirNoise - ADOT <adotairnoise@azdot.gov>**Subject:** Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387

ADOT is presenting the following project, **I-10, SR 202L to SR 387**, for interagency consultation, 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. ADOT is requesting responses to the attached *F0252_Interagency_Consultation_82621.pdf*, **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 PM10 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. Additionally, ADOT has determined that there are no intersections in the project area in the CO maintenance areas, a qualitative CO analysis under 40 CFR 93.123(a)(2) will be included in a formal air quality report associated with Environmental Clearance.

This project crosses multiple jurisdictions, approximately, the first eight miles of the study area (MP 161 to MP 169) are located in the Maricopa County (Phoenix) Nonattainment Area for particulates 10-microns in diameter or less (PM10) and the last one mile of the study area (MP 186 to MP 187) is located in the Pinal County PM10 Nonattainment Area. Only less than one mile of the study area beginning at MP 161 is located in the Maricopa County (Phoenix) Maintenance Area for carbon monoxide (CO) and no signal intersections are within this segment, and the midsection of this project through the Gila River Indian Community is in attainment. The attached traffic study includes additional details for the entire project and an excerpt of one of the traffic tables is also attached to show the location of planned project activities.

Please let me know if you have any additional questions or need additional time to review. All other project details, upcoming events, and additional information on how to subscribe to project updates can be found on the project website at:

<https://i10wildhorsepasscorridor.com/>

Beverly T. Chenausky
Air & Noise Program Manager
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C: 480.390.3417

azdot.gov



RE: Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387

1 message

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

Wed, Sep 8, 2021 at 6:39 AM

To: "bchenausky azdot.gov" <bchenausky@azdot.gov>, "LBauer azmag.gov" <LBauer@azmag.gov>, "ihiggs@scmpo.org" <ihiggs@scmpo.org>, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, "michael.sundblom@pinal.gov" <michael.sundblom@pinal.gov>, "Wamsley.Jerry" <wamsley.jerry@epa.gov>
Cc: Dean Giles <dgiles@azmag.gov>, "jhafner@scmpo.org" <jhafner@scmpo.org>, Scott DiBiase <scott.dibiase@pinal.gov>, Karina O'Conner <oconnor.karina@epa.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, Clifton Meek <meek.clifton@epa.gov>, Paul O'brien <POBrien@azdot.gov>, Steven Olmsted <solmsted@azdot.gov>, Carlos Lopez <clopez@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

FHWA reviewed the consultation documentation provided and have the following comments:

1. FHWA concurs that the project does not require a PM hot-spot analysis,
2. FHWA concurs that a CO qualitative analysis is appropriate for this project,
3. FHWA requests that ADOT notify the interagency partners when the CO qualitative analysis is available for review, and
4. FHWA reminds ADOT that the project must be amended to the SCMPO TIP/MTP before FHWA can issue a project-level conformity determination.

Please let me know if you have any questions or would like to discuss the comments above. Thanks, Rebecca

From: Beverly Chenausky <bchenausky@azdot.gov>

Sent: Thursday, August 26, 2021 10:48 AM

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Cc: Dean Giles <dgiles@azmag.gov>; jhafner@scmpo.org; Scott DiBiase <scott.dibiase@pinal.gov>; Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>; Karina O'Conner <oconnor.karina@epa.gov>; Clifton Meek <meek.clifton@epa.gov>; Paul O'brien <POBrien@azdot.gov>; Steven Olmsted <solmsted@azdot.gov>; Carlos Lopez <clopez@azdot.gov>; ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

Subject: Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387

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