

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

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### Project Setting and Description

The Arizona Department of Transportation (ADOT), is planning to construct two new traffic interchanges (TIs) on State Route Loop 303 (SR 303L) between approximately milepost (MP) 135.74 and 138.60. SR 303L (Bob Stump Memorial Freeway) is located in the Northern Phoenix Metropolitan area within Maricopa County, Arizona, in the ADOT Central District. SR 303L is an urban freeway on the National Highway System with an open median between Lake Pleasant Parkway and Interstate 17 (I-17). The current freeway has two 12-foot lanes in each direction of travel with 10-foot outside shoulders and 12-foot inside shoulders between the future crossroad locations. At the future crossroad locations of Pyramid Peak Parkway (67th Avenue alignment), 51st Avenue, and 43rd Avenue, the mainline lanes have not been constructed and traffic is using the crossroad ramps and the two-lane frontage road from the future 43rd Avenue to the I-17/Sonoran Desert Drive TI.

For this project evaluation, the No-Build Alternative does not include any modifications to the existing SR 303L. The Build Alternative will construct TIs at 51st Avenue and 43rd Avenue to match future alignments and cross-sections for these streets planned by the City of Phoenix. A summary of the proposed scope of work for the Build Alternative includes the following:

- Construct mainline overpasses at 51<sup>st</sup> and 43<sup>rd</sup> Ave, 2 general purpose lanes in each direction
- Construct crossroad, ramp, and frontage road improvements at 51<sup>st</sup> and 43<sup>rd</sup> Ave
- Adjust existing ramps and drainage facilities to accommodate a shift in the 51<sup>st</sup> Ave alignment
- Construct a new frontage road and drainage facilities on the north side of SR 303L between 51<sup>st</sup> and 43<sup>rd</sup> Ave
- Construct temporary connections from SR 303L to the existing frontage roads east of 43<sup>rd</sup> Ave
- Install new permanent signage, pavement markings, lighting, traffic signals, and ITS infrastructure
- Construct new pavement, curb and gutter, barriers, bridges, and walls
- Install new drainage features including a storm drain system, channels, and culverts
- Install irrigation system and landscaping
- Relocate or modify impacted utilities
- Stage and stockpile within the project limits
- Place advance traffic control signs on spring stands on the Interstate 17 ramps and local roads

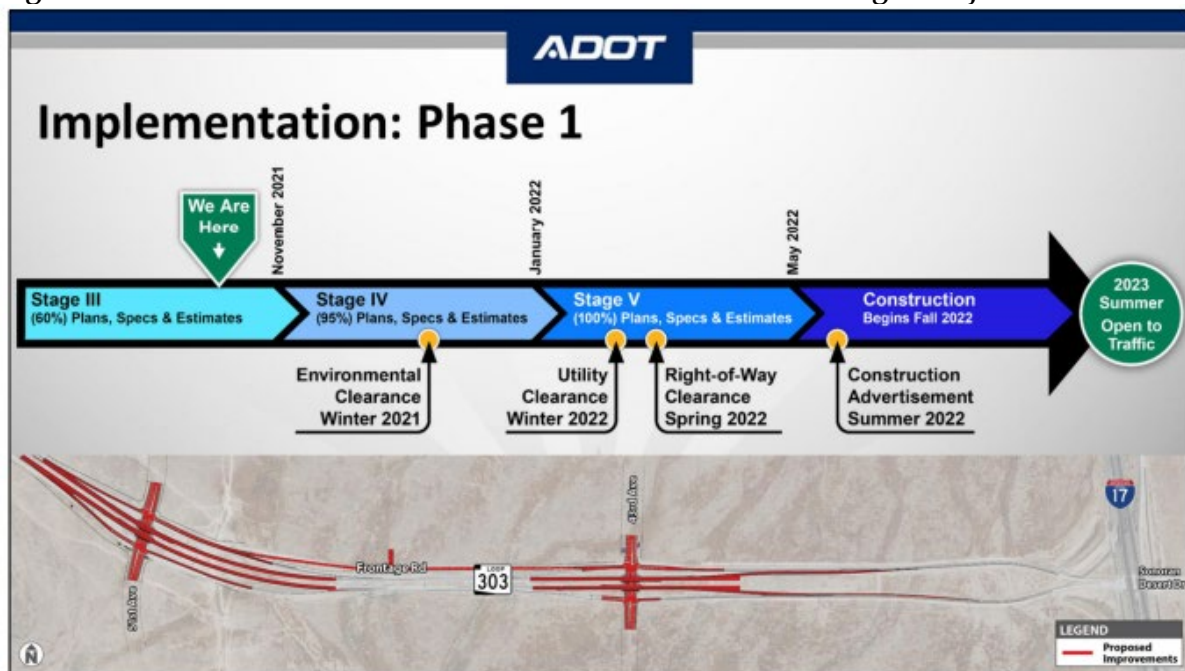
The purpose of this project is to accommodate connections to City of Phoenix's proposed crossroads and accommodate the growing traffic on SR 303L. The SR 303L ultimate freeway widening from Lake Pleasant Parkway to I-17, which includes the 53rd Avenue and 41st Avenue TI improvements and system interchange at I-17 is included in the 2040 *Maricopa Association of Governments (MAG) Regional Transportation Plan Update* (MAG 2020).

The interim improvements at the 53rd Avenue and 41st Avenue TIs listed above are included in the 2022 – 2026 ADOT Five Year Plan – Appendix C Facilities Construction Program (ADOT 2021a) and the 2020 - 2024 MAG Transportation Improvement Program (TIP) Amendment #11 approved by ADOT on March 31, 2021. ADOT has requested an amendment (#21-02) by FHWA of the FY 2021 – 2025 State Transportation Improvement Plan (ADOT 2021b).

The Federal Highway Administration (FHWA) made a conformity finding for the TIP on June 29, 2021 (FHWA 2021).

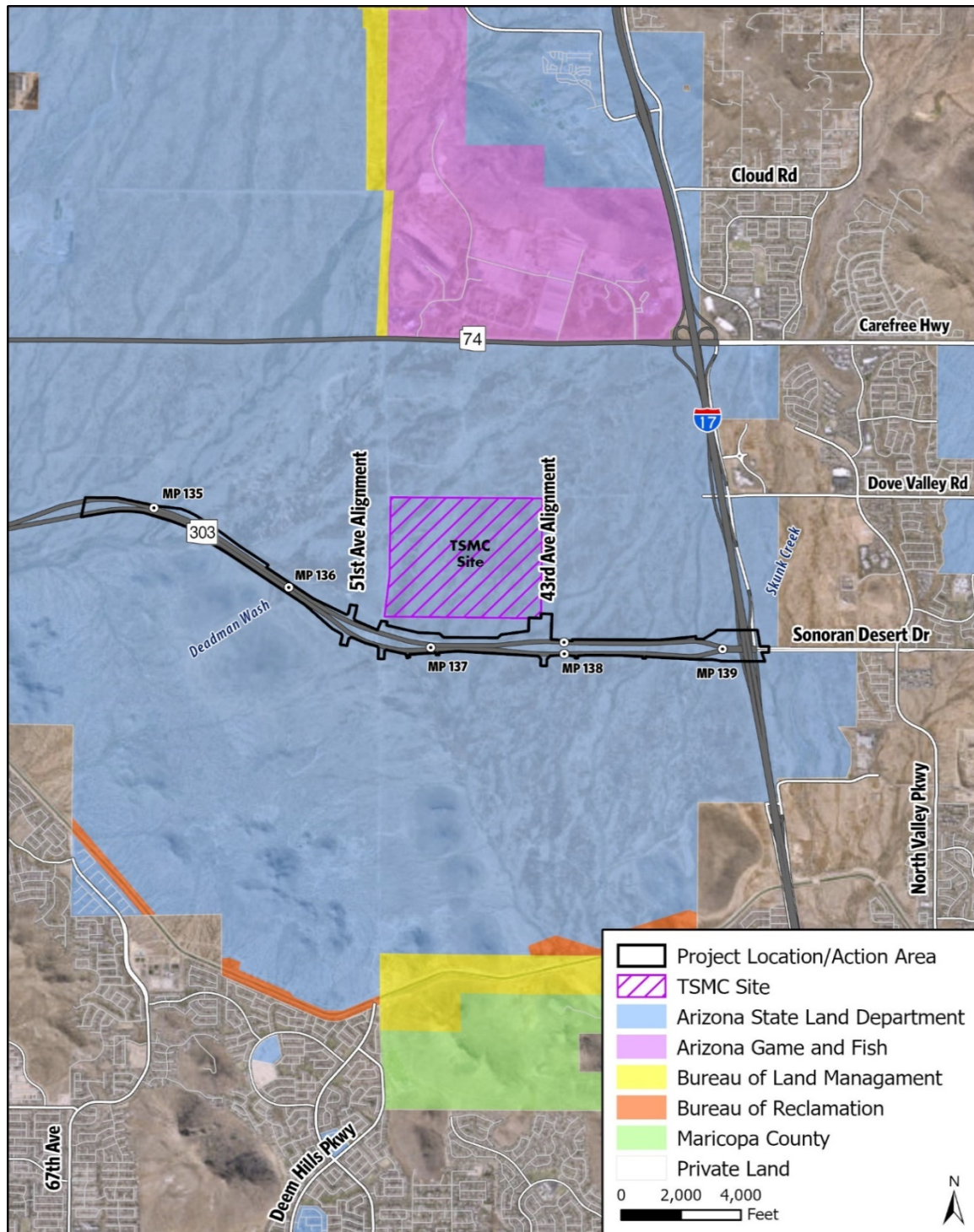
The conformity determination is in effect until such time as a new determination is required by new regulatory requirements, major revision of transportation plans, or a State Implementation Plan (SIP) revision. MAG submitted the *Maricopa County PM-10 Non-Attainment Area: Five Percent Plan for the Attainment of the 24-Hour PM-10 Standard* (MAG 2012) to the US Environmental Protection Agency (EPA), which approved the revision on June 10, 2014. Figure 1 shows the Project schedule, and Figure 2 the current project area.

**Figure 1. SR 303L 51st Avenue and 43rd Avenue Traffic Interchanges Project Schedule**



Slide Excerpt from Public meeting October 20, 2021: <https://azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements/public-meeting>

**Figure 2. SR 303L 51st Avenue and 43rd Avenue Traffic Interchanges Project Area**





## 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 non-attainment 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 PM<sub>10</sub> or PM<sub>2.5</sub> 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 of 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<sub>2.5</sub> and PM<sub>10</sub> Hot-Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM<sub>2.5</sub> and Existing PM<sub>10</sub> 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.

## 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 project that has 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 project is not expanding a highway it is adding traffic intersections. Table 1 summarizes the average annual daily traffic (AADT) (total and trucks) in the project area for the existing scenario and Build Alternative interim and design years, which were obtained from the MAG Spring 2021 Conformity Regional Model Run (MAG 2021a). The 2025 interim Build Alternative incorporates the current project design includes construction of the 51st and 43rd avenue traffic interchanges, temporary connectors from Loop 303 mainline paving to the frontage road system and the frontage road on the north side of Loop 303 between 43rd Avenue and 51st Avenue. The current project is not a road capacity project, although future build scenarios in 2040 is provided for informational purposes. As shown in Table 1, truck percentages in 2040 will increase by only 0.5% relative to the No Build Alternative for that future design year; therefore, this project will not contribute to a significant increase in ramp track traffic under future build scenarios. Therefore, this project will not cause a significant increase in the number of diesel vehicles.

**TABLE 1. SR 303L Mainline (2-way volumes) -- For Informational Purposes Only**

AADT and Truck Volumes	2022 Existing		2025 Interim		2040 No-Build		2040 Build		Difference No-Build-to-Build	
	AADT	Trucks (%)	AADT	Trucks (%)	AADT	Trucks (%)	AADT	Trucks (%)	AADT	Trucks
W of 51st Ave	13891	1763 (12)	20947	2933 (14)	43631	4913 (11.5)	92210	11065 (12)	48579	6152 (<1%)
@ 51st Ave	13891	1763 (12)	19746	2764 (14)	43631	4913 (11.5)	82000	9840 (12)	38369	4927 (<1%)
51st to 43rd	13891	1763 (12)	22386	3134 (11)	43631	4913 (11.5)	95250	11430 (12)	51619	6517 (<1%)
@ 43rd Ave	13891	1763 (12)	17790	2491 (11)	43631	4913 (11.5)	75490	9059 (12)	31859	4146 (<1%)
E of 43rd	13891	1763 (12)	21844	3058 (11)	43631	4913 (11.5)	75490	9059 (12)	31859	4146 (<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 an increase in traffic volumes from a significant number of diesel trucks related to the project?

NO – Table 2 summarizes the Level of Service (LOS) in the project area, which was post processed by Jacobs from the MAG *Spring 2021 Conformity Regional Model Run* (MAG 2021a) to incorporate elements of the current design. Post processing was completed using synchro for the intersections. Ramp LOS will continue at free flow or better conditions through the 2040 design year and a majority of mainline segments will operated at free flow conditions or better. Table 3 summarizes the total volumes include truck volumes at the intersections. This project will not affect congested intersections or change LOS to D or greater because of an increase in traffic volumes from a significant number of diesel trucks. Additional details on the preferred alternatives are provided below.

**TABLE 2. SR 303L, 51st Avenue & 43rd Avenue Level of Service (LOS), Segment Density and Intersection Delay**

Level of Service (LOS)	2022 Existing		2025 Interim		2040 No-Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
51st Ave @ WB Ramps LOS (Delay)	N/A	N/A	B (15.1)	C (25.2)	N/A	N/A	B (15.0)	B (19.5)
51st Ave @ EB Ramps LOS (Delay)	N/A	N/A	B (13.4)	B (19.1)	N/A	N/A	C (20.3)	B (12.5)
43rd Ave @ WB Ramps LOS (Delay)	N/A	N/A	B (15.0)	C (22.0)	N/A	N/A	B (14.7)	B (19.3)
43rd Ave @ EB Ramps LOS (Delay)	N/A	N/A	B (11.3)	B (13.5)	N/A	N/A	B (14.9)	B (17.2)

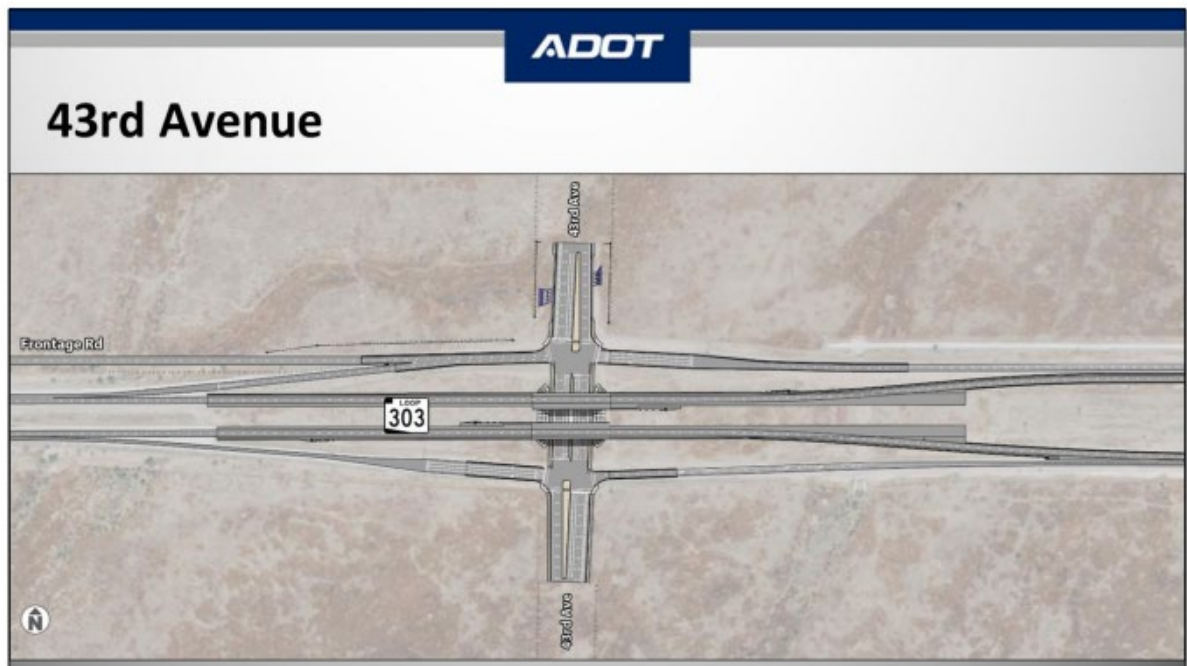
Source: SR 303L Lake Pleasant Parkway to I-17 51st Avenue TI and 43rd Avenue TI: Final Traffic Report, April 2021. (Via ADOT ShareFile)

**TABLE 3. SR 303L Intersections AADT (Total - All Segments)**

AADT and Truck Volumes	2022 Existing		2025 Interim		2040 No-Build		2040 Build		Difference No-Build-to-Build	
	AADT	Trucks (%)	AADT	Trucks (%)	AADT	Trucks (%)	AADT	Trucks (%)	AADT	Trucks
51st Ave	N/A	N/A	940	132 (14)	N/A	N/A	19890	2387 (12)	19890	2387
All Ramps	N/A	N/A	3841	538 (14)	N/A	N/A	23460	2815 (12)	23460	2815
43rd Ave	N/A	N/A	2298	322 (14)	N/A	N/A	26640	3197 (12)	26640	3197
All Ramps	N/A	N/A	8650	1211 (14)	N/A	N/A	43220	5186 (12)	43220	5186

Source: SR 303L Lake Pleasant Parkway to I-17 51st Avenue TI and 43rd Avenue TI: Final Traffic Report, April 2021. (Via ADOT ShareFile)

A diamond interchange was also recommended at the 43rd Avenue interchange and includes temporary connectors from the new mainline paving at 43rd Avenue to the existing frontage road between 43rd Avenue and the I-17/Sonoran Desert Drive interchange.



Slide Excerpt from Public meeting October 20, 2021: <https://azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements/public-meeting>

A diamond interchange for 51st Avenue was recommended and includes the Loop 303 freeway lanes and bridges through the interchange location, and a frontage road on the north side of Loop 303 between 43<sup>rd</sup> and 51st Avenues.



Slide Excerpt from Public meeting October 20, 2021: <https://azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements/public-meeting>

### **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 – The project does not involve the construction of a bus or rail terminal.

### **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 – The project does not involve the expansion of 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 PM<sub>10</sub> or PM<sub>2.5</sub> applicable plan or implementation plan submissions, as appropriate, as sites of violation or potential violation?

NO – The SIP, including implementation plan submission *2014 Maricopa County PM-10 Non-Attainment Area: Five Percent Plan for the Attainment of the 24-Hour PM-10 Standard* does not identify any specific sites or potential sites of violation; therefore, the project is not anticipated to affect any such sites.



## POAQC Determination

The SR 303L, 51st Ave and 43rd Ave New Traffic Interchanges is not a Project of Local Air Quality Concern. The proposed project complies with and will not interfere with the implementation of any control measures included in the MAG Region SIP(s). The project would not create LOS D conditions or worsen conditions at intersections with a significant number of truck/diesel vehicles. The current project is not a road capacity project that would significantly increase the number of diesel trucks in the 2025 design year. The project does not create an air quality concern but improves circulation and LOS which contributes to an improvement in both air quality and congestion.

Therefore, ADOT is presenting this project for interagency consultation per 40 CFR 93.105, as a project that is NOT of Air Quality Concern and thereby will not require a PM<sub>10</sub> hot-spot analysis. While this project does not require a hot-spot analysis, other conformity provisions apply and will be addressed in the project clearance.

## Interagency Consultation Results

On October 26, 2021 ADOT provided a copy of this questionnaire, to the following consultation parties, EPA, FHWA, MAG, Arizona Department of Environmental Quality (ADEQ), Maricopa County Air Quality Department as the local air agencies in Maricopa County. There were no objections to the project determination and on November 12, 2021 ADOT concluded Interagency Consultation by notifying interested parties that this project will proceed as a project that does not require a quantitative PM<sub>10</sub> hot-spot analysis under 40CFR 93.123(b).

## Sources

- 2021a Arizona Department of Transportation, 2022 – 2026 ADOT Five Year Plan – Appendix C Facilities Construction Program. [https://apps.azdot.gov/ADOTLibrary/Multimodal\\_Planning\\_Division/FiveYrPlan/Five\\_Year\\_Program-FY2022-26.pdf](https://apps.azdot.gov/ADOTLibrary/Multimodal_Planning_Division/FiveYrPlan/Five_Year_Program-FY2022-26.pdf). Accessed August 17, 2021.
- 2021b Arizona Department of Transportation, 2020 – 2024, MAG TIP Amendment #11/2021 – 2025 STIP Amendment Number 21-02 [https://azmag.gov/Portals/0/Documents-Ext/TIP/ADOT\\_Transmittal\\_MAG-TIP%20Amend-no-11\\_3-24-21.pdf](https://azmag.gov/Portals/0/Documents-Ext/TIP/ADOT_Transmittal_MAG-TIP%20Amend-no-11_3-24-21.pdf). Access August 17, 2021
- 2021 Federal Highway Administration, letter *Finding of Conformity re: FY 2020-2024 MAG TIP and 2040 Regional Transportation Plan Update* <https://azdot.gov/sites/default/files/2021/08/MAG-and-SCMPO-Air-Quality-Conformity-Findings-June2021.pdf> Accessed August 17, 2021.
- 2020 Maricopa Association of Governments 2040 Maricopa Association of Governments Regional Transportation Plan Update. [https://www.azmag.gov/Portals/0/Documents/RTP/2040-RTP-Update-FINAL\\_2-26-2020\\_Protected.pdf](https://www.azmag.gov/Portals/0/Documents/RTP/2040-RTP-Update-FINAL_2-26-2020_Protected.pdf). Accessed August 17, 2021.
- 2012 Maricopa Association of Governments Maricopa County PM-10 Non-Attainment Area: Five Percent Plan for the Attainment of the 24-Hour PM-10 Standard [http://webadmin.azmag.gov/portals/0/Documents/EP\\_2012-06-06\\_FINAL-MAG-2012-Five-Percent-Plan-for-PM10-for-the-Maricopa-County-Nonattainment-Area.pdf](http://webadmin.azmag.gov/portals/0/Documents/EP_2012-06-06_FINAL-MAG-2012-Five-Percent-Plan-for-PM10-for-the-Maricopa-County-Nonattainment-Area.pdf) Accessed August 17, 2021.
- 2021a Maricopa Association of Governments 2021 Spring Conformity Regional Model Run provided from L. Vallabhaneni via email to [joe.donofrio@jacobs.com](mailto:joe.donofrio@jacobs.com) at the request of the ADOT PM Thomas O'Reilly on September 24, 2021.
- 2021b Maricopa Association of Governments 2025, 2030 and 2040 No Build projections on 2020 Roadway Network from L. Vallabhaneni via email to [joe.donofrio@jacobs.com](mailto:joe.donofrio@jacobs.com) at the request of the ADOT PM Thomas O'Reilly on September 30, 2021.
- 2006 United States Environmental Protection Agency, *PM2.5 and PM10 Hot-Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM2.5 and Existing PM10 National Ambient Air Quality Standards; Final Rule*, <https://www.govinfo.gov/content/pkg/FR-2006-03-10/pdf/06-2178.pdf>. Accessed August 17, 2021.

## Project Level CO Hot-Spot Analysis Questionnaire

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### Project Setting and Description

The Arizona Department of Transportation (ADOT), is planning to construct two new traffic interchanges (TIs) on State Route Loop 303 (SR 303L) between approximately milepost (MP) 135.74 and 138.60. SR 303L (Bob Stump Memorial Freeway) is located in the Northern Phoenix Metropolitan area within Maricopa County, Arizona, in the ADOT Central District. SR 303L is an urban freeway on the National Highway System with an open median between Lake Pleasant Parkway and Interstate 17 (I-17). The current freeway consists of two 12-foot lanes in each direction of travel with 10-foot outside shoulders and 12-foot inside shoulders between the future crossroad locations. At the future crossroad locations of Pyramid Peak Parkway (67th Avenue alignment), 51st Avenue, and 43rd Avenue, the mainline lanes have not been constructed and traffic is using the crossroad ramps and the two-lane frontage road from the future 43rd Avenue to the I-17/Sonoran Desert Drive TI.

For this project evaluation, the No-Build Alternative does not include any modifications to the existing SR 303L. The Build Alternative will construct TIs at 51st Avenue and 43rd Avenue to match future alignments and cross-sections for these streets planned by the City of Phoenix. A summary of the proposed scope of work for the Build Alternative includes the following:

- Construct mainline overpasses at 51<sup>st</sup> and 43<sup>rd</sup> Ave, 2 general purpose lanes in each direction
- Construct crossroad, ramp, and frontage road improvements at 51<sup>st</sup> and 43<sup>rd</sup> Ave
- Adjust existing ramps and drainage facilities to accommodate a shift in the 51<sup>st</sup> Ave alignment
- Construct a new frontage road and drainage facilities on the north side of SR 303L between 51<sup>st</sup> and 43<sup>rd</sup> Ave
- Construct temporary connections from SR 303L to the existing frontage roads east of 43<sup>rd</sup> Ave
- Install new permanent signage, pavement markings, lighting, traffic signals, and ITS infrastructure
- Construct new pavement, curb and gutter, barriers, bridges, and walls
- Install new drainage features including a storm drain system, channels, and culverts
- Install irrigation system and landscaping
- Relocate or modify impacted utilities
- Stage and stockpile within the project limits
- Place advance traffic control signs on spring stands on the Interstate 17 ramps and local roads

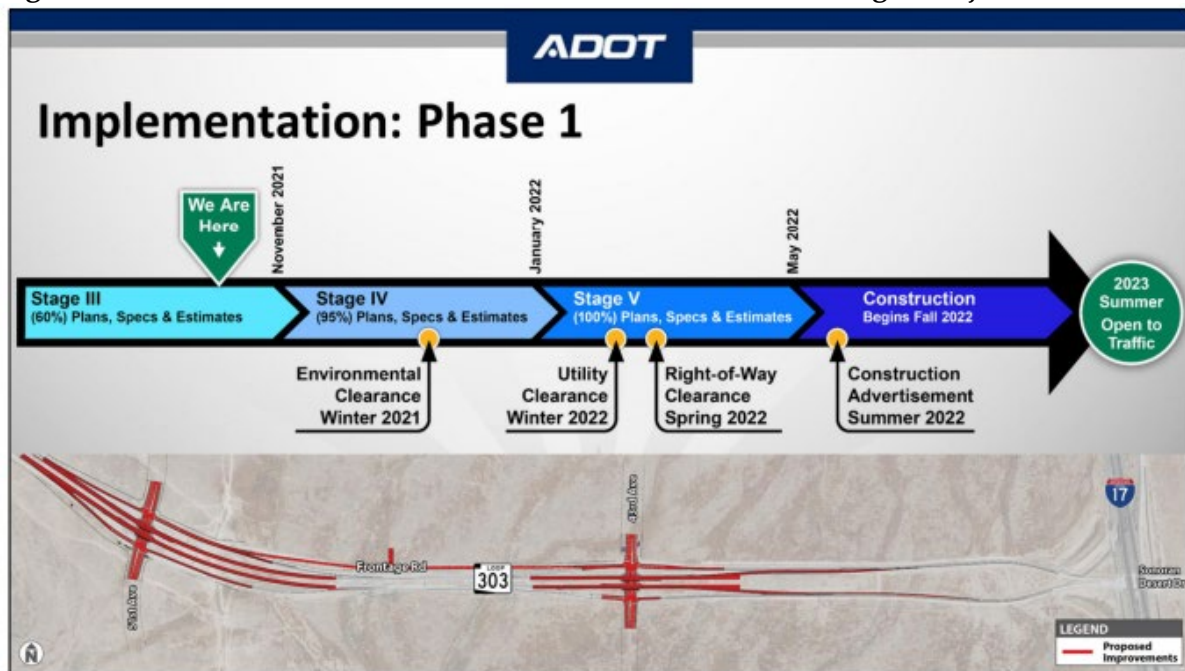
The purpose of this project is to accommodate connections to City of Phoenix's proposed crossroads and accommodate the growing traffic on SR 303L. The SR 303L ultimate freeway widening from Lake Pleasant Parkway to I-17, which includes the 53rd Avenue and 41st Avenue TI improvements and system interchange at I-17 is included in the *2040 Maricopa Association of Governments (MAG) Regional Transportation Plan Update* (MAG 2020). The interim improvements at the 53rd Avenue and 41st Avenue TIs listed above are included in

the 2022 – 2026 ADOT Five Year Plan – Appendix C Facilities Construction Program (ADOT 2021a) and the 2020 - 2024 MAG Transportation Improvement Program (TIP) Amendment #11 approved by ADOT on March 31, 2021. ADOT has requested an amendment (#21-02) by FHWA of the FY 2021 – 2025 State Transportation Improvement Plan (ADOT 2021b).

The Federal Highway Administration (FHWA) made a conformity finding for the TIP on June 29, 2021 (FHWA 2021).

The conformity determination is in effect until such time as a new determination is required by new regulatory requirements, major revision of transportation plans, or a State Implementation Plan (SIP) revision. MAG submitted the *Maricopa County PM-10 Non-Attainment Area: Five Percent Plan for the Attainment of the 24-Hour PM-10 Standard* (MAG 2012) to the US Environmental Protection Agency (EPA), which approved the revision on June 10, 2014. Figure 1 shows the Project schedule, and Figure 2 the current project area.

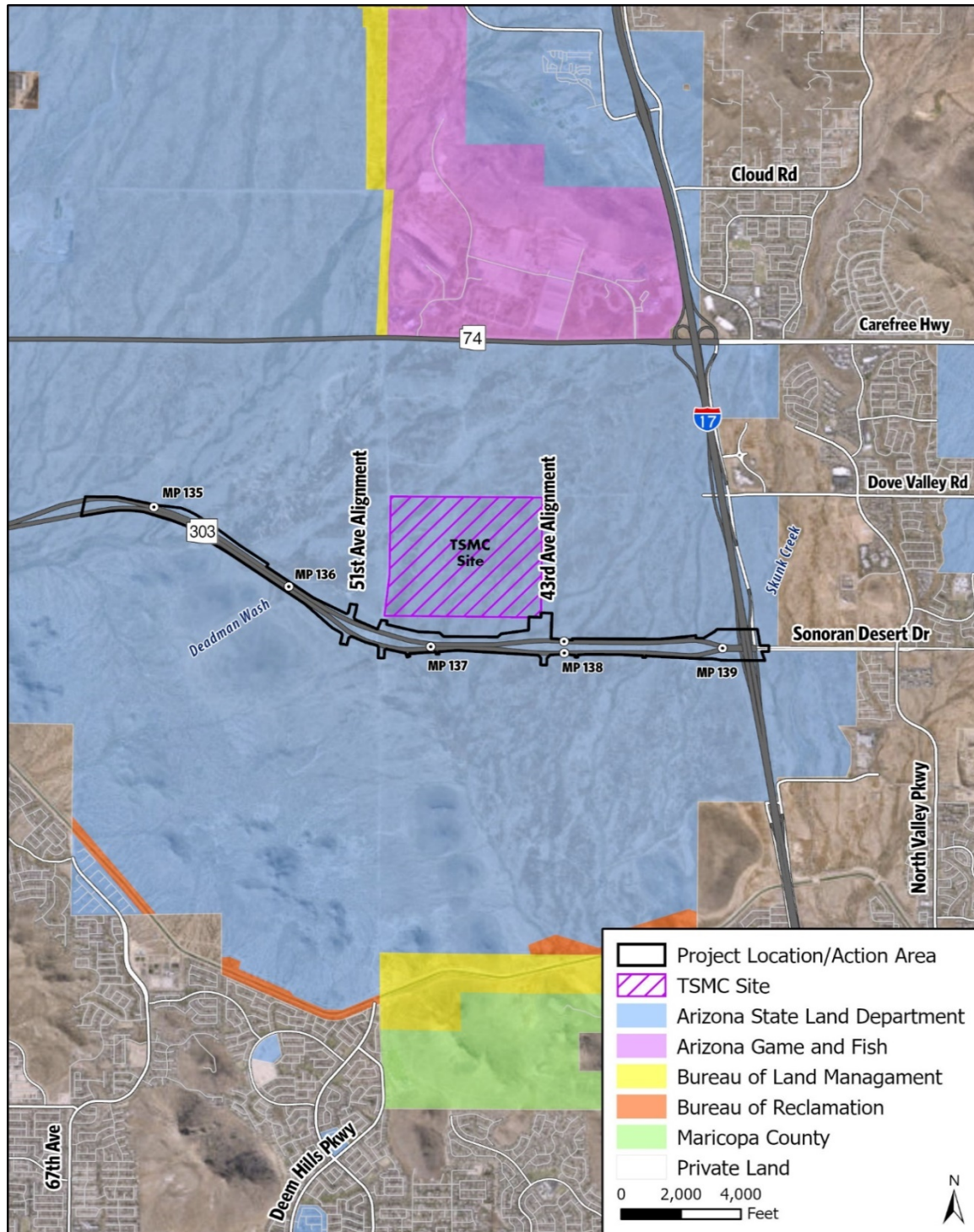
**Figure 1. SR 303L 51st Avenue and 43rd Avenue Traffic Interchanges Project Schedule**



Slide Excerpt from Public meeting October 20, 2021: <https://azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements/public-meeting>



**Figure 2. SR 303L 51st Avenue and 43rd Avenue Traffic Interchanges Project Area**



## Project Assessment – Part A

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

- i) Projects in or affecting locations, areas, or categories of sites which are identified in the applicable implementation plan as sites of violation or possible violation;
- ii) Projects affecting intersections that are at Level-of-Service D, E, or F, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes related to the project;
- iii) Any project affecting one or more of the top three intersections in the nonattainment or maintenance area with highest traffic volumes, as identified in the applicable implementation plan; and
- iv) Any project affecting one or more of the top three intersections in the nonattainment or maintenance area with the worst level of service, as identified in the applicable implementation plan.

If the project matches one of the listed project types in 40 CFR 93.123(a)(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).

### Projects Affecting CO Sites of Violation or Possible Violation

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

NO – The 2013 *Carbon Monoxide Maintenance Plan for the Maricopa County Area* (MAG 2013) does not include any sites of violation or possible violation for the federal CO 8-hour standard.

### Projects with Congested Intersections

Is this a project that affects a congested intersection (LOS D or greater) or will change LOS to D or greater because of increased traffic volumes related to the project?

NO – Table 1 summarizes the Level of Service (LOS) in the project area, which was post processed by Jacobs from the MAG Spring 2021 Conformity Regional Model Run (MAG 2021a) to incorporate elements of the current design. Post processing was completed using synchro for the intersections. Ramp LOS will continue at free flow or better conditions through the 2040 design year and a majority of mainline segments will operated at free flow conditions or better. Ramp LOS will continue at free flow or better conditions through the 2040 design year and a majority of mainline segments will operated at free flow conditions or better; therefore, this project will not affect congested intersections or change LOS to D or greater because of an increase in traffic volumes.

**TABLE 1. SR 303L, 51st Avenue & 43rd Avenue Level of Service (LOS), Segment Density and Intersection Delay**

Level of Service (LOS)	2022 Existing		2025 Interim		2040 No-Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
51st Ave @ WB Ramps LOS (Delay)	N/A	N/A	B (15.1)	C (25.2)	N/A	N/A	B (15.0)	B (19.5)
51st Ave @ EB Ramps LOS (Delay)	N/A	N/A	B (13.4)	B (19.1)	N/A	N/A	C (20.3)	B (12.5)
43rd Ave @ WB Ramps LOS (Delay)	N/A	N/A	B (15.0)	C (22.0)	N/A	N/A	B (14.7)	B (19.3)
43rd Ave @ EB Ramps LOS (Delay)	N/A	N/A	B (11.3)	B (13.5)	N/A	N/A	B (14.9)	B (17.2)

Source: SR 303L Lake Pleasant Parkway to I-17 51st Avenue TI and 43rd Avenue TI: Final Traffic Report, April 2021. (Via ADOT ShareFile)

### Projects Affecting Intersections with Highest Traffic Volumes

Does the project affect one or more of the top three intersections in the CO maintenance area with highest traffic volumes identified in the CO applicable implementation plan?

**TABLE 3. Three Highest Intersections in Current Plans**

MAG <sup>1</sup>
16 <sup>th</sup> Street and Camelback Road
107 <sup>th</sup> Avenue and Grand Avenue
Priest Drive and Southern Avenue

<sup>1</sup>MAG 2013 *Carbon Monoxide Maintenance Plan for the Maricopa County Area* (MAG, 2013).

NO – This project does not affect any of the top three intersections listed in Table 3, that were identified in the MAG 2013 *Carbon Monoxide Maintenance Plan for the Maricopa County Area*. The closest location to the project area is the 107th Avenue and Grand Avenue intersection, which is approximately 16 miles southwest of the project area.

### Projects Affecting Intersections with the Worst Level of Services

Does the project affect one or more of the top three intersections in the CO maintenance area with the worst level of services identified in the CO applicable implementation plan?

**TABLE 4. Three Worst LOS Intersections in Current Plans**

MAG <sup>1</sup>
7 <sup>th</sup> Avenue and Van Buren Street
German Road and Gilbert Road
Thomas Road and 27 <sup>th</sup> Avenue

<sup>1</sup> MAG 2013 *Carbon Monoxide Maintenance Plan for the Maricopa County Area* (MAG, 2013).

NO – This project does not affect any of the three worst LOS intersections listed in Table 4 that were identified in the MAG 2013 *Carbon Monoxide Maintenance Plan for the Maricopa County Area*. The closest location to the project area is the Thomas Road and 27th Avenue intersection, which is approximately 21 miles south of the project area.



## Project Assessment – Part B

### Hot-Spot Determination

As demonstrated in the evaluation of AADT and LOS data presented in Table 1 and Table 2, respectively this project does not require a quantitative hot-spot analysis to demonstrate conformity with the federal CO 8-hour standard. The project is not a road capacity project. AADT in 2025 will increase, but this is a result of connections to the existing SR 303L at 51st Avenue and 43rd Avenue as the mainline will remain at 2 lanes in each direction. Future expansion of the freeway will occur through 2040 but is not included as part of the current design. The current high LOS A on SR 303L will be maintained at a free flow condition or better (LOS A – C) with the 2025 Build Alternative on the freeway mainline and 51st Avenue and 43rd Avenue ramps. Ramp LOS will continue at free flow or better conditions through the 2040 design year and a majority of mainline segments will operated at free flow conditions or better; therefore, this project will not affect congested intersections or change LOS to D or greater because of an increase in traffic volumes.

Decide which type of hot-spot analysis is required for the project by choosing a category below.

☐ **If answered “Yes” to any of the questions in the Project Assessment – Part A and “No” to the question in the Project Assessment – Part B,**

- A quantitative CO hot-spot analysis is required under 40 CFR 93.123(a)(1).
  - ☐ Check If a formal air quality report for conformity is required for this project.
- The applicable air quality models, data bases, and other requirements specified in 40 CFR part 51, Appendix W (Guideline on Air Quality Models) should be completed using **“Project Level CO Quantitative Hot-Spot Analysis – Consultation Document”** and circulated through interagency consultation for review and comments for 30 days prior to commencing any modeling activities.
- Or

- ☐ Check if the project fits the condition of the **“CO Categorical Hot-Spot Finding”**.  
In the January 24, 2008, Transportation Conformity Rule Amendments, EPA included a provision at 40 CFR 93.123(a)(3) to allow the U.S. DOT, in consultation with EPA, to make categorical hot-spot findings in CO nonattainment and maintenance areas if appropriate modeling showed that a type of highway or transit project would not cause or contribute to a new or worsened air quality violation of the CO NAAQS or delay timely attainment of the NAAQS or required interim milestone(s), as required under 40 CFR 93.116(a).

#### **Projects Fitting the Condition of the CO Categorical Hot-Spot Finding**

Do the project’s parameters fall within the acceptable range of modeled parameters (Use “Table 1: Project Parameters and Acceptable Ranges for CO Categorical Hot-Spot Finding” or enter the project information into FHWA’s web based tool:

[https://www.fhwa.dot.gov/environment/air\\_quality/conformity/policy\\_and\\_g](https://www.fhwa.dot.gov/environment/air_quality/conformity/policy_and_g)

[uidance/cmcf\\_2017/tool.cfm](#))? Table 1 from the reference document is included as Table 3 in this memo.

NO – This project does not require a quantitative hot-spot analysis; therefore, the Categorical Hot-Spot Finding per 40 CFR 93.123(a)(3) provisions.

**Table 5: Project Parameters and Acceptable Ranges for CO Categorical Hot-Spot Finding for Urban Intersection**

Parameter	Acceptable Range
Analysis year	Greater than or equal to 2017
Angle of cross streets for intersection (degrees)	90
Maximum grade for the intersection (%)	Less than or equal to 2
Maximum grade on cross street for the intersection (%)	0
Number of through lanes	Less than or equal to 4
Number of left turn lanes	Less than or equal to 2
Lane width (ft)	12
Median width (ft)	0
Peak hour average approach speed (mph)	Greater than or equal to 25
Peak hour approach volume (vph)	Less than or equal to 2640
Peak hour Level of Service	A through E
Ambient temperature (°F)	Greater than or equal to -10
Heavy-duty trucks (%)	Greater than or equal to 5
1-hour background CO concentrations (ppm)	Less than or equal to 32.6
8-hour background CO concentrations (ppm)	Less than or equal to 7.3
Persistence factor	Less than or equal to 0.7

**☒ If answered “No” to all of the questions in the Project Assessment – Part A**

- A qualitative CO analysis is required under 40 CFR 93.123(a)(2). The demonstrations required by 40 CFR 93.116 Localized CO, PM10, and PM2.5 violations (hot-spots) may be based on either:
  - (i) **Quantitative methods that represent reasonable and common professional practice;**
    - ☐ Check if an Air Quality Report including CO modeling for NEPA EA/EIS use this report to satisfy option (i)
  - Or
  - (ii) **A qualitative consideration of local factors, if this can provide a clear demonstration that the requirements of 40 CFR 93.116 are met.**
    - ☐ Check If there is an Air Quality Report that does not include CO modeling for NEPA EA/EIS - use this report to satisfy (ii)
    - ☒ **Check If the project is a CE** under NEPA that does not require Air Quality Report for NEPA EA/EIS use this Questionnaire to add additional justification to satisfy (ii)

Two Recent modeling demonstration from projects on congested CO intersections with higher traffic demonstrated that localized hot-spots are not created from major projects. These representative projects demonstrate this project without congested intersections and lower traffic volumes would likely not create a CO-hot-spot. Both examples when added to nearby CO monitors demonstrated CO levels well below the 9ppm 8-hr CO Standard and the 35ppm 1-hour CO Standard. Project Interagency Consultation Documents for these two recent projects can be found on ADOT's Website

<https://azdot.gov/business/environmental-planning/air-quality/transportation-conformity>

### CO Conformity Determinations

*Completed Project Level CO Hot-Spot consultation documents required for hot-spot modeling will be posted here as applicable.*

- CO Hot-Spot Consultation - [I-10, I-17 \(Split\) to SR202L \(Santan\)](#), [FHWA 327 Conformity Determination](#)
- CO Hot-Spot Consultation - [SR 101, 75th Ave to I-17](#)

Example 1: Modeling Results from I-10, I-17 to S.R. 202L (I-10 Broadway Curve) Improvement Project  
 ADOT Project No. 010 MA 150 F0072 01D CO Hot-Spot Consultation - I-10, I-17 (Split) to SR202L (Santan)

#### Predicted Worst-Case One-Hour CO Concentrations (ppm)

Intersection	2018		2040			
	Existing		No Build		Build	
	AM	PM	AM	PM	AM	PM
Baseline Road & I-10	3.1	3.5	2.3	2.4	2.4	2.4
Elliot Road & I-10	2.8	2.9	2.3	2.2	2.2	2.3
Broadway Road & I-10 WB / 52 <sup>nd</sup> Street	3.1	3.0	2.3	2.4	2.2	2.1
1-hour CO standard	35	35	35	35	35	35

Concentrations = modeled results + 1-hour CO background.

1-hour CO background = 2.0 ppm

Abbreviations: AM = morning; PM = evening; CO = carbon monoxide; ppm = parts per million.

#### Predicted Worst-Case Eight-Hour CO Concentrations (ppm)

Intersection	2018		2040			
	Existing		No Build		Build	
	AM	PM	AM	PM	AM	PM
Baseline Road & I-10	2.47	2.75	1.91	1.98	1.98	1.98
Elliot Road & I-10	2.26	2.33	1.91	1.84	1.84	1.91
Broadway Road & I-10 WB / 52 <sup>nd</sup> Street	2.47	2.40	1.91	1.98	1.84	1.77
8-hour CO standard	9	9	9	9	9	9

Concentrations = (modeled results x persistence factor [0.7]) + 8-hour CO background.

8-hour CO background = 1.7 ppm

Abbreviations: AM = morning; PM = evening; CO = carbon monoxide; ppm = parts per million

Example 2: Modeling Results from SR 101L, 75th Ave to I-17 TRACS NO. 101 MA 017 F0316  
 01D Adding General Purpose Lanes & 75th Ave TI Improvements. CO Hot-Spot  
 Consultation - SR 101, 75th Ave to I-17

Predicted Worst-Case One-Hour CO Concentrations (ppm)						
Intersection	2020		2040			
	Existing		No Build		Build	
	AM	PM	AM	PM	AM	PM
75 <sup>th</sup> Avenue & SR 101	2.9	2.8	2.5	2.5	2.6	2.5
67 <sup>th</sup> Avenue & SR 101	3.2	3.2	2.6	2.5	2.6	2.5
27 <sup>th</sup> Avenue & SR 101	2.8	3.0	2.5	2.5	2.5	2.5
1-hour CO standard	35	35	35	35	35	35
Concentrations = modeled results + 1-hour CO background 1-hour CO background = 2.4 ppm Abbreviations: AM = morning; PM = evening; CO = carbon monoxide; ppm = parts per million						

Predicted Worst-Case Eight-Hour CO Concentrations (ppm)						
Intersection	2020		2040			
	Existing		No Build		Build	
	AM	PM	AM	PM	AM	PM
75 <sup>th</sup> Avenue & SR 101	2.1	2.0	1.8	1.8	1.9	1.8
67 <sup>th</sup> Avenue & SR 101	2.3	2.3	1.9	1.8	1.9	1.8
27 <sup>th</sup> Avenue & SR 101	2.0	2.1	1.8	1.8	1.8	1.8
8-hour CO standard	9	9	9	9	9	9
Concentrations = (modeled results x persistence factor [0.7]) + 8-hour CO background 8-hour CO background = 1.7 ppm Abbreviations: AM = morning; PM = evening; CO = carbon monoxide; ppm = parts per million						

In 2020, Maricopa County Air Department 2020 monitor data for all CO's monitors showed, no exceedances of the 1-hour or 8-hour CO NAAQS at any MCAQD sites, and concentrations remained well below NAAQS levels. Since 1-hour CO concentrations have been significantly Lower than the NAAQS level for many years, we have not included this metric on a table. Table 9 shows the maximum and second maximum 8-hour CO averages measured.

Table 9. 2020 8-hour CO Average Data Summary

Site	CO 8-hour Average Maximum (ppm)	CO 8-hour Average 2 <sup>nd</sup> Maximum (ppm)
Buckeye	0.7	0.6
Central Phoenix	1.9	1.9
Mesa	1.6	1.2
South Phoenix	2.2	1.8
*Thirty-Third	2.9	2.6
West Chandler	1.3	1.3
West Phoenix	3.0	2.5

\* - Site temporarily monitoring for CO in 2020

**Source:** EPA AQS database – 2020 *Quicklook Criteria Report (AMP450)*

<https://www.maricopa.gov/DocumentCenter/View/68917/Final-Air-Monitoring-Network-Plan-2020-PDF?bidId=>



Given the current CO Air Quality in this area, and the typical emissions expected from highway projects, it can be determined that this project does 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 CO Maintenance plan.

### **Interagency Consultation Results**

On October 26, 2021 ADOT provided a copy of this questionnaire, to the following consultation parties, EPA, FHWA, MAG, Arizona Department of Environmental Quality (ADEQ), Maricopa County Air Quality Department as the local air agencies in Maricopa County. There were no objections to the project determination and on November 12, 2021 ADOT concluded Interagency Consultation by notifying interested parties that this project will proceed as a project that does not require hot-spot modeling for CO under 40 CFR 93.123(a)(2).

## Sources

- 2021a Arizona Department of Transportation, 2022 – 2026 ADOT Five Year Plan – Appendix C Facilities Construction Program. [https://apps.azdot.gov/ADOTLibrary/Multimodal\\_Planning\\_Division/FiveYrPlan/Five\\_Year\\_Program-FY2022-26.pdf](https://apps.azdot.gov/ADOTLibrary/Multimodal_Planning_Division/FiveYrPlan/Five_Year_Program-FY2022-26.pdf). Accessed August 17, 2021.
- 2021b Arizona Department of Transportation, 2020 – 2024, MAG TIP Amendment #11/2021 – 2025 STIP Amendment Number 21-02 [https://azmag.gov/Portals/0/Documents-Ext/TIP/ADOT\\_Transmittal\\_MAG-TIP%20Amend-no-11\\_3-24-21.pdf](https://azmag.gov/Portals/0/Documents-Ext/TIP/ADOT_Transmittal_MAG-TIP%20Amend-no-11_3-24-21.pdf). Access August 17, 2021
- 2021 Federal Highway Administration, letter *Finding of Conformity re: FY 2020-2024 MAG TIP and 2040 Regional Transportation Plan Update* <https://azdot.gov/sites/default/files/2021/08/MAG-and-SCMPO-Air-Quality-Conformity-Findings-June2021.pdf> Accessed August 17, 2021.
- 2020 Maricopa Association of Governments 2040 Maricopa Association of Governments Regional Transportation Plan Update. [https://www.azmag.gov/Portals/0/Documents/RTP/2040-RTP-Update-FINAL\\_2-26-2020\\_Protected.pdf](https://www.azmag.gov/Portals/0/Documents/RTP/2040-RTP-Update-FINAL_2-26-2020_Protected.pdf). Accessed August 17, 2021.
- 2013 Maricopa Association of Governments 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area [https://azmag.gov/portals/0/Documents/EP\\_2013-03-29\\_MAG-2013-Carbon-Monoxide-Maintenance-Plan-for-the-Maricopa-County-Area.pdf](https://azmag.gov/portals/0/Documents/EP_2013-03-29_MAG-2013-Carbon-Monoxide-Maintenance-Plan-for-the-Maricopa-County-Area.pdf). Accessed August 17, 2021.
- 2021a Maricopa Association of Governments 2021 Spring Conformity Regional Model Run provided from L. Vallabhaneni via email to [joe.donofrio@jacobs.com](mailto:joe.donofrio@jacobs.com) at the request of the ADOT PM Thomas O'Reilly on September 24, 2021.
- 2021b Maricopa Association of Governments 2025, 2030 and 2040 No Build projections on 2020 Roadway Network from L. Vallabhaneni via email to [joe.donofrio@jacobs.com](mailto:joe.donofrio@jacobs.com) at the request of the ADOT PM Thomas O'Reilly on September 30, 2021.

## Consultation Emails

**Re: Interagency Consultation: 303-A(228)T | 303 MA 135 F0424 01C SR 303L, 51st Ave and 43rd Ave New Traffic Interchanges**

1 message

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

Fri, Nov 12, 2021 at 9:13 AM

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

Cc: Clifton Meek <meek.clifton@epa.gov>, Karina O'Connor <oconnor.karina@epa.gov>, Dean Giles <dgiles@azmag.gov>, Rebecca Yedlin <rebecca.yedlin@dot.gov>, Morgan Ghods <mghods@azdot.gov>, Thomas O'Reilly <toreilly@azdot.gov>, Paul O'Brien <POBrien@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).

Thanks,

Beverly

On Tue, Oct 26, 2021 at 10:55 AM Beverly Chenausky &lt;bchenausky@azdot.gov&gt; wrote:

ADOT is presenting the following project, **SR 303L, 51st Ave and 43rd Ave New Traffic Interchanges**, 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. Also, for informational purposes, ADOT, is including the CO assessment for this project documenting that this project does not create a localized CO hot-spot and does not require CO modeling for transportation conformity purposes under 40 CFR 93.123(a). ADOT is requesting responses to the attached document 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.

On October 20, 2021, ADOT held a virtual public meeting to provide information about the proposed near-term and long-term improvement plans to Loop 303 between Lake Pleasant Parkway and Interstate 17. This meeting discussed the current construction schedule for the 51st and 43rd avenues Traffic Interchanges as well as provided draft design concepts for future development of the L303 from Lake Pleasant Parkway to I-17.

This link provides a detailed view of what the preferred traffic interchanges will look like at both locations, with a fact sheet and expected construction schedule.

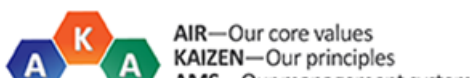
<https://azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements/51st-and-43rd>

The Public Meeting information is posted at this link along with instructions on how to submit comments on the project and to subscribe to all future project updates. If interested in providing comments during the public review period, comments are requested by November 3rd, 2021.

<https://azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements/public-meeting>

Additional traffic data used in the consultation document related to the new traffic interchanges will be provided through ShareFile, if you do not receive a notification or need more time to review the materials please let me know. Thank you.

**Beverly T. Chenausky**  
Air & Noise Program Manager  
MD EM02  
205 South 17th Avenue  
Phoenix, AZ 85007  
C: 480.390.3417  
[azdot.gov](http://azdot.gov)







Beverly Chenausky <bchenausky@azdot.gov>

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**RE: Interagency Consultation: 303-A(228)T | 303 MA 135 F0424 01C SR 303L, 51st Ave and 43rd Ave New Traffic Interchanges**

1 message

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

Tue, Nov 9, 2021 at 1:07 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 (Particulate Matter), along with the additional carbon monoxide analyses, concerning the proposed new traffic interchanges on SR-303L in Northern Phoenix and Maricopa County. We have no comments or suggestions for your review. And, thank you for the additional time allowing for our response.

Sincerely,

Jerry Wamsley

---

**From:** Beverly Chenausky <bchenausky@azdot.gov>

**Sent:** Tuesday, October 26, 2021 10:56 AM

**To:** Lindy Bauer <lbauer@azmag.gov>; Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>; Wamsley, Jerry <Wamsley.Jerry@epa.gov>; Transportationconformity <transportationconformity@azdeq.gov>; Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>

**Cc:** Meek, Clifton <meek.clifton@epa.gov>; OConnor, Karina <OConnor.Karina@epa.gov>; Dean Giles <dgiles@azmag.gov>; Morgan Ghods <mghods@azdot.gov>; Thomas O'Reilly <toreilly@azdot.gov>; Paul O'Brien <POBrien@azdot.gov>; ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

**Subject:** Interagency Consultation: 303-A(228)T | 303 MA 135 F0424 01C SR 303L, 51st Ave and 43rd Ave New Traffic Interchanges

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On October 20, 2021, ADOT held a virtual public meeting to provide information about the proposed near-term and long-term improvement plans to Loop 303 between Lake Pleasant Parkway and Interstate 17. This meeting discussed the current construction schedule for the 51st and 43rd avenues Traffic Interchanges as well as provided draft design concepts for future development of the L303 from Lake Pleasant Parkway to I-17.

This link provides a detailed view of what the preferred traffic interchanges will look like at both locations, with a fact sheet and expected construction schedule.

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Beverly Chenausky <bchenausky@azdot.gov>

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**RE: Interagency Consultation: 303-A(228)T | 303 MA 135 F0424 01C SR 303L, 51st Ave and 43rd Ave New Traffic Interchanges**

1 message

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

Mon, Nov 8, 2021 at 10:38 AM

The Resource Center does not have comments at this time.

As a reminder, any future projects (such as the SR 303 mainline widening) will have to address project-level conformity requirements at the time ADOT completes the NEPA decisions. Thanks, Rebecca

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**From:** Yedlin, Rebecca (FHWA)  
**Sent:** Thursday, November 4, 2021 8:02 AM  
**To:** Beverly Chenausky <bchenausky@azdot.gov>  
**Cc:** Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>  
**Subject:** RE: Interagency Consultation: 303-A(228)T | 303 MA 135 F0424 01C SR 303L, 51st Ave and 43rd Ave New Traffic Interchanges

The Arizona Division has no comments, but we are still confirming whether there is anything from the Resource Center. Leigh will be back in the office next week. Thanks, Rebecca

---

**From:** Beverly Chenausky <bchenausky@azdot.gov>  
**Sent:** Tuesday, October 26, 2021 11:05 AM  
**To:** Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
**Subject:** Fwd: Interagency Consultation: 303-A(228)T | 303 MA 135 F0424 01C SR 303L, 51st Ave and 43rd Ave New Traffic Interchanges

**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.

Rebecca - sorry I was using a prior distribution list when you were out on leave, I removed Jennifer from distribution mailing but forgot to add you in the cc; line..

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

**From:** Beverly Chenausky <bchenausky@azdot.gov>  
**Date:** Tue, Oct 26, 2021 at 10:55 AM  
**Subject:** Interagency Consultation: 303-A(228)T | 303 MA 135 F0424 01C SR 303L, 51st Ave and 43rd Ave New Traffic Interchanges  
**To:** Lindy Bauer <lbauer@azmag.gov>, Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>, Wamsley.Jerry <wamsley.jerry@epa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>  
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Beverly T. Chenausky  
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