

**APPENDIX L:
Question/Comment Cards -
Transcribed**

Question/Comment Cards

The following are the VERBATIM questions and comments received at the public meetings. The questions and comments are categorized by topic. Some spelling errors have been corrected as long as it did not impact the validity of the comment. Responses to the key categories are included in Section 3 if answered during the public meeting; Section 4 if answered as an inquiry or Section 5 if not answered in a previous section.

As agreed, the intent is to provide responses to the major issues and questions and not to each individual question.

24th Street

1. Why are taxpayers paying for the access to GRIC at 24th street???
2. The 24th St plan w/elevated freeway is going to be a sound nightmare and an eyesore, why not elevate the overpass?
3. Why 24th Street? Unlike 32nd (a level 4 lane divided street) 24th is up/down 1 lane each way. Unlike 32nd, 24th has no commercial property. Unlike 32nd, exit onto 24th is uphill to the worst intersection in Ahwatukee. 24th will route our least experienced drivers by a grade school and middle school in route to DV. Neither 24th or 32nd provides fire or PD better access to 202
4. 24th St exit is not feasible. Move exit to 32nd St. or have both 24th St and 32nd St. exits.

32nd Street

1. Ahwatukee will be paying for these design flaws for years: no access at 32nd St. and no frontage road.
2. How is traffic from 32nd St getting to freeway?
3. Currently cars driving west on Pecos Road turn onto 32nd Street heading north to get to Desert Vista High School. How many cars currently do this each day? If there is not an exit at 32nd St, then how will cars then get to D.V.? If the answer is to exit at 40th Street, what will prevent those cars from using residential streets in the Lakewood neighborhood? Should Lakewood become a gated community? What improvements are planned to accommodate the increased traffic and congestion at 40th St and Chandler intersection and Chandler Blvd?
4. Need exit at 32nd Street or a frontage rd. and a below grade freeway. Spend more to minimize damage, complaints, and protests.
5. Increased traffic as a result of no interchange at 32nd St
6. Effect on former ROW homes. We want 32nd St Interchange.
7. Below grade freeway and an exit at 32nd St. Overpass at 32nd needs to be eliminated. We either need an interchange at 32nd St or an access road is needed for safety.
8. Support for no interchange at 32nd St due to safety concerns.
9. No exit at 32nd St will lead to increased neighborhood traffic. What ADOT study justifies no exit at 32nd? Explain in detail with appropriate study number and analysis.
10. Consider adding 32nd St interchange and/or frontage road.

11. Add ramps at 32nd St. High sound walls. Please be generous with landscaping, especially trees and bougainvillea.
12. No 32nd Street exit will increase traffic through Lakewood.
13. 32nd St needs freeway exit.
14. Increased traffic due to lack of 32nd St interchange.
15. We need an exit at 32nd Street. If not, build a frontage road.
16. Exit on 32nd Street.
17. 32nd St needs freeway exit
18. Add 32nd St interchange OR add frontage road.
19. I live by Desert Vista High School. Congestion is currently a problem when I drive to the park n ride. The Post Office, Desert Foothills and other areas were given on/off access to the frwy, but 32nd St was not. Traffic is going to be a nightmare during the school yr. Please redesign the access to 32nd street to avoid a disaster. Thank you.
20. Build a parallel street to highway so traffic from 32nd Street can enter 202 without entering Lakewood.
21. For safety reasons, traffic needs to be provided a route that does not impact elementary children. Eliminate the bike path; we have them already. Reduce the breakdown lanes so the freeway width is less and make way for a frontage road, or match 32nd Street and North Loop 202 exit and put an interchange at 32nd.
22. Do not allow access to Indian reservation at 24th and 32nd Street interchanges. This will invite future casinos and Walmarts. How will this traffic affect the neighborhood?
23. Put an interchange at 32nd Street.
24. The eastbound Frontage road between 32nd and 40th Street is crucial.
25. What are Frontage road plans? If no exit at 32nd Street will a frontage road be added heading east between 32nd and 40th?
26. I would support the concept of an interchange at 32nd Street.
27. What is the safe connection? No frontage road at Pecos 32nd Street.
28. Why isn't a frontage being planned for between 40th and 32nd?
29. Has anyone realized that Desert Vista HS is one of the largest high schools in Arizona and allows out of district enrollment which creates large volumes of traffic from Pecos Rd. to 32nd St.? With no exit/on ramp at 32nd St. and no feeder road, all traffic will flow into Lakewood Parkway and Liberty Lane causing traffic nightmares
30. Why not exchange at 32nd St?
31. Why is there a bridge at 32nd and Pecos?
32. Re-evaluate the decision to eliminate 32nd St interchange, or at least incorporate a frontage road.
33. I am deeply concerned about the apparent lack of attention to the interchange design into Lakewood-Foothills. 40th Street interchange is very poor design and lack of 32nd St interchange adds to the problem. There has been little evidence this has been addressed. 40th Street is overloaded. 32nd St. interchange necessary. All interchanges raised are eyesores and nuisance. Please address design deficiencies
34. Thirty Second needs an interchange. This cannot have traffic thru our Lakewood neighborhood.

35. Hundreds of cars use 32nd St. exit/entry to drop off kids and pickup at DV and Akimel schools. With no 32nd St entry/exit these cars will use the surrounding neighborhoods at a high cost of safety to kids etc. What study was done in this regard to justify no exit/entry at 32nd St.?
36. How was it determined that 32nd Street will not have freeway access and is this position open to change?
37. To move forward with the elimination of 32nd street ENTIRELY is both irresponsible and short-sighted! PLEASE simply conduct a traffic study before eliminating ALL ingress/egress on 32nd St.!! You said that exits will be 1-mile increments this is not the case for Pecos—In Particular, you plan no exit for 32nd Street. Given this high school is on 32nd St, is this a wise choice?
38. There needs to be something to keep 32nd Street traffic out of the neighborhoods.
39. Exit at 32nd St. Overpass at 32nd needs to be eliminated.

59th Avenue Design

1. Why is 59th Ave going to be One way?
2. 59th Ave Both way from Van Buren to I-10. The one way will affect our traffic in our neighbor and safety of our children.
3. Not happy about 59th Ave from Roosevelt to Van Buren being one-way. Increases neighborhood traffic and wastes gas. Should have started at 55th as originally planned.

Additional Fire and PD Stations/COP

1. I know this is about the Loop 202 connect, but can you tell me with all the additional projects this is creating, will there be additional Fire and Police Dept. being built around Laveen Area.

Aesthetics and Landscaping

1. Will sound walls and interchanges have art work similar to what is seen in other parts of the valley like 101 and Shea?
2. Will any of the aesthetic designs be visible to vehicles ON the freeway or are the designs only o the "outside" of the freeway structures?
3. Your design plan is not very attractive. Have you seen what is along the 101 in Scottsdale? Why can't you do something artistic. Those blotches of orange paint are not good. Can you do something more artistic?
4. In the Foothills Reserve community, what will be done to aesthetically improve the areas where roads (i.e. dead ends, etc.) no longer have homes and the sound barriers will not be placed?
5. Why are all aesthetic shapes like Native American (Indian)? Nothing done shown that isn't!
6. Lots of color, but how will you respond to graffiti and match colors
7. Can the art and esthetics be not so bright and more attractive than the nasty other art around the valley! Thank you.
8. Designs are neither attractive nor inspired. Try to make it look more like the 101 in Scottsdale. At least make it more artistic. Orange zig zags are ridiculous.
9. Aesthetic design plans are disappointing when compared to Loop 101 Scottsdale and East Valley 202.

10. Please be generous with landscaping, especially trees and bougainvillea.
11. Don't ruin the aesthetics of this affluent community.
12. Spend more money for a less offensive freeway. Aesthetic design for Pecos section is ugly and boring.
13. Design concepts for Area 1 and or 2 are not attractive. Too geometric - need to incorporate softer images/animals/Indian images.
14. Excited to see changes in South Mountain area. Would like something that doesn't harm the land/environment and is still beautiful to see every day. Thank you for all your hard work.
15. Don't like Aesthetics for Baseline, Dobbins, and Elliot interchanges. Extend Leaf Portal design to include these intersections.
16. Why is River Basin design nowhere near Salt River anyway? Did designs get switched?
17. Extend Leaf Portal Pattern through Laveen area south to Estrella. River Bank pattern makes more sense north of Baseline up to Lower Buckeye where Salt River is located.
18. We've been waiting so long! Please make it beautiful; use purple near South Mountain because purple looks great near mountains. More color to River Bank pattern.
19. Please add landscaping to shield homes from view of freeway. Prefer a screen wall, but any consideration is appreciated.
20. Leaf pattern doesn't best represent Laveen. I think of farming when I think of Laveen and Leaf doesn't best represent that.
21. Does the water for the landscape plantings come from local well water sources or from city of phoenix water supply? Is it a dedicated water supply to ensure water remains available to landscaping?
22. Happy that native plants will be used.
23. Switch Riverbank motif with Leaf Portal.
24. There is not much vegetation. We want our freeway to look as nice as other freeways. Not like you ran out of (□) money.

Air Quality/Dust

1. Concerns about air pollution and effects on health.
2. Interstate trucks use 202 to bypass Phoenix. Taxpayers foot the bill and get poorer air quality.
3. EPA testing did not pass emission testing at any testing year. Why build when this affects our children?
4. What steps have been taken to mitigate the negative environmental and health benefits to the communities living near this freeway?
5. What soil studies have been done on Coccidioidomycosis (Valley Fever) which is not just epidemic but hyper-epidemic in Maricopa County?
6. My house backs up to this FWY. How will you contain this dust?
7. (Foothills Reserve) Dust, allergies, and wild life?

Alignment Alternatives and Questions

1. Why did the route not follow the reservation line to the river and then weave through the farm land around (illegible)?
2. If this is a 40 yr. process, how did this project get approved on the Native American community land.
3. Move Pecos part of project 1/2 mile south.
4. Freeway should go through Maricopa instead of Ahwatukee.
5. Don't build on the reservation.
6. Illegal to build through municipal park when there are other options; not sufficiently investigated for risks to health, safety, and environment; project should not be planned, constructed, and maintained by a private group.
7. Please compare and contrast plan-design-build with design build in general, and in particular with the planning and costs of changes
8. Well-designed but I am not happy with the location. There was/is an alternative. This community will never be the same. Change is not always good!
9. Why not on Riggs Rd, already a thru street?
10. Also why is the new road not connected to the northern 101 loop at 99th Avenue? This would be a much safer transition. Seems the planners do not care about the residents or road users.
11. This is a path mostly to support north to south traffic on I-10 to I-17. Anyone going from Tucson to LA would use I-85 out of Gila Bend. 1) As a result this will impede east bound traffic between 59th Ave to I-17 north bound. Was this considered in the study. Why wasn't 35th or 27th Ave considered? 2) What is the detailed battle plan to handle traffic flow during the various construction stages in and out of Ahwatukee? 3) Are 3 lanes plus an HOV lane really required. HOV is on restricted at certain times.

Baseline

1. When will Baseline be widened west of 202 loop? 64th Ave. to 202 Loop
2. How is construction going to affect daily travel on Baseline Rd, and traffic in and out of Betty Fairfax High School?
3. At Baseline Rd. How much traffic do you estimate to use Baseline to 91st on the Gila Rivera?
4. Are there plans to expand all of Baseline (91st >the 202) to four lanes to accommodate increase traffic?
5. Why must you build the only dead freeway in the valley- traffic will back up to Baseline Road-- This more City of Phoenix redlining south phoenix as par for the city.

Below Grade Freeway

1. Below grade freeway. Spend more to minimize damage, complaints, and protests.
2. Depress freeway at 40th St. to limit noise and minimize impacts on local communities and homes.
3. Below grade freeway.
4. Depress the freeway.

5. This is a bad idea however it should be below ground if done at all.
6. Why doesn't Ahwatukee get at grade on ramps like the rest of the valley 202 Spend the extra ☐!!!
7. Is freeway above or below ground? I heard above to save money and keep profits up! If so that is insane as our community is more important than profit or cost. Scottsdale-101 and others are below ground
8. Why can't the 202 be at sub street level with all streets at current level near our neighborhood/houses?
9. Below-grade freeway with street level interchanges. We have to live next to it, don't do it on the cheap.
10. Depress the freeway. Build it below grade.
11. Our community needs to have the freeway depressed so the noise isn't loud.
12. Elevated freeway should not be elevated. bury electric poles underground.
13. Depress freeway.
14. Clearly, the community does not want the freeway. Notwithstanding, if built, it's clear that we ask that it be depressed to mitigate noise and visibility.
15. Depress freeway at 40th St. to limit noise and minimize impacts on local communities and homes.
16. Will we get to choose if we get high concrete sound walls or a roadway that is at a lower elevation than the surrounding land like parts of the 202 south east of I-10 freeway
17. Depress the freeway in Pecos section. Lost property value.
18. Build freeway below ground, add frontage road, add sound proof walls.
19. Below-grade freeway with noise reducing walls.
20. Why not put all freeway interchanges below ground to minimize noise?
21. Is the freeway raised/elevated throughout Pecos segment, and if so, how many feet?
22. Depressed roadways!
23. What is the elevation above grade level of the freeway at Pecos interchanges?
24. Below Ground Freeway would be more aesthetically pleasing. Why not below ground.
25. The freeway needs to be below grade for the entire length through Ahwatukee. What has to happen to be sure the design is changed to make it below grade?
26. For homeowners along the frwy, we want the frwy sunken to keep our property values up. Can this be done?
27. Why was the design changed from the original concept of a below grade road to ground level construction with above grade interchanges?
28. Will the freeway be above or below the Pecos road level at 40th and Pecos?
29. Why aren't ALL interchanges have the freeway LOW and the cross-street HIGH?
30. Why is this segment of the 202 not below grade like the rest?
31. Is the freeway going to be raised or lowered like east of I-10?
32. No crossover at Desert Foothills Parkway—spend the money to put at below/grade

33. Concern: elevations- originally, road was to be depressed. On and off ramps- should also not be elevated.
34. Depress the freeway in Pecos section. Lost property value.
35. Why go cheap and have the overpasses 20 to 28 feet above ground?! We deserve to have it flat or under level like the 202 and 101. This will stick out like a sore thumb.
36. Why isn't the freeway being buried near homes off of Pecos Rd?
37. Has the design requirement been frozen relative to freeway at-grade or below grade? If not, at what project milestone will that occur and approximately when is that milestone planned. If built below grade, approximately how much earth will have to be moved and was that cost built into the current budget and construction contract? Thank you (29-year area resident)
38. Why won't you spend more to build this freeway below grade. Drainage can be managed here, as it is on all other freeways below grade.
39. Are you going to sink the freeway? If not, why? I know it costs more, but relative to what has been spent will be spent, it's a small additional cost considering the benefit
40. Why is the freeway not going to be depressed? I see that it has been depressed throughout the valley. Also, if there is only a certain area that cannot be depressed, then why restrict depressed freeway throughout.
41. Construction at or below grade?
42. Will the freeway be sunk below ground level?
43. Why are there no below grade sections along freeway?
44. Depress the freeway in Pecos section. Lost property value.
45. Will all or part of SMF202 be below grade? How many local streets will be elevated above freeway at grade?

Billboards

1. Will there be any restrictions on billboards placed along the freeway to prevent ruining the aesthetics of the freeway or surrounding natural environment?

Blasting

1. Want to be contacted before blasting begins so I can monitor my home for cracks.
2. What about house damages due to blasting and excavation?
3. Who authorized the blasting at the end of Pecos prior to the court ruling? On August 8th around 2 pm.

Construction Schedule

1. Time frame start 59th Ave. and end I-10?
2. Which direction will the construction start?
3. Increase work schedule to speed completion.

4. Sound wall construction; construction timeline of Pecos; how this connects to Chandler (Foothills Reserve)
5. When will Chandler connection be completed?
6. What is the timing of the completion of Chandler Blvd vs the Pecos section?
7. Will it be opened in sections?
8. In what sequence will crossroads be built. (Ex. Will Dobbins and Baseline be closed to traffic at the same time?)
9. Will work be started on both ends and work towards the middle?
10. Will it open in segments? If yes, what's the estimated time for the first segmented.
11. If they start the freeway at the I-10 and work west, do they open it up to traffic as it's completed or does it have to be completely done?
12. Are we going to be able to use the partially done freeway before its officially opened?
13. How long will Baseline Rd. be affected while highway 202 is constructed?
14. How long will the construction take for the overpass/ interchanges @ I-10 and 59th Ave? When is this construction @59th and I-10 to begin? How will 59th Ave be affected?
15. 1) When will the construction start on 59th Ave. and end?
2) Is the road Roosevelt widen regarding the traffic in our neighbor?
16. How long will Pecos Road be closed prior to freeway opening?
17. Will Chandler Blvd. be finished before Pecos is torn up?? Don't want to drive on gravel!
18. Will you build the sound wall first?
19. Why is the concentration of work centered on Pecos Rd?
20. Can ADOT show where other work areas exist?

Divergent Diamond Interchange

1. Thank you for DDI excellent. Keep it up.
2. What is the cost difference between diverging diamond interchange and on-ramp/off-ramp design?
3. There is a traffic signal at each diverging diamond interchange?
4. I would prefer the DDI design at 24th Street versus the standard interchange. I like the DDI design and think it would provide continuity through the Pecos segment to have a DDI at 24th Street.
5. I like your use of the DDI designed to minimize horizontal requirements. It is good that ADOT is willing to use new design concepts.
6. Concerned about effectiveness of DDI
7. Specifically, what was the detailed reason there's no Diverging Diamond Interchange at 24th and Pecos? This is the heaviest traffic interchange feeding this community. Work around the issues!
8. Support and like the DDI at Estrella Dr.

Design Questions (General)

1. What (if any) focus on sustainability has been taken in the design?
2. Are three lanes each way plus HOV really necessary? HOV is restricted at certain times. This would allow for a frontage road paralleling the freeway. There is an exception to every rule.
3. There is a mountain on the South side of the street between 13th St and 13th Way. Is it going to be removed or partially removed?
4. If the intent is to bypass Phoenix, why is there a carpool lane? One less lane in each direction would be a huge cost savings
5. map we saw months ago showed the south side of the mountain along Pecos being sheared but the north side intact (west of 24th). Why then are they marking stuff on the north side?
6. Why have a preliminary design meeting when you've already started?
7. Why we demolished the neighborhoods before preliminary design was complete.
8. Why are the design standards lower than the other freeways in the valley?
9. A design idea—base on lung x-rays of people, required to live next to this freeway!
10. Will the over and underpasses be designed to make road widening easier and less expensive than the recent 101 widening? Will there be median dividers all the way?
11. Why does it appear that you are making design decisions only for the purpose of saving costs?
12. As I've traveled the major highways, the only raised bridges (streets) were in areas where there was no adjacent housing; these were areas that were in commercial areas or stacked highways
13. How will the entry to a community at Cottonwood Ln and 40th St (first st north of Pecos be protected for access and exit? In the last couple of weeks, pylons were placed extremely close to Cottonwood to limit 40th St to one lane going South, because it was so close to Cottonwood, it made it extremely dangerous to make a left turn into Cottonwood. A separate left turn lane should have been provided.
14. Please list the Connect 22 members. Who is(are) the ADOT contractors doing the construction and design changes
15. Why is there no final plan prior to work starting?

Drainage / Flooding

1. Parts of the area north of South Mtn. currently have flooding problems because of the poorly designed drainage. What is being done to ensure that the loop will not increase the problems already present? Where will runoff from the project be directed?
2. Concerns About water drainage. - Ivanhoe and Dusty
3. Runoff from Dobbins and Southern discharges into the Salt River (with a 1st flush basin).
4. At 67th Ave there is a wet crossing where the river crosses this road. Have you looked into the effects on this crossing of not retaining the entire 100-yr. 2-hr. storm? How much more often will 67th be closed due to this choice? Does flow increase for the 100-year storm?
5. Elliot Road floods every Monsoon Season.

6. This is added Water by the Canal ended on 19th Ave. overflow Estrella Flood Zone- not a good idea. Monsoon Rains flood this area yearly.
7. At Chandler Blvd and Pecos, why are the new drainage sections placed inside the foothills master HOA community? Typically, these are placed outside the sound walls away from homes. These are huge breeding ground for mosquitos, etc.
8. You are putting drainage areas into our community (Foothills Reserve).
9. How will drainage be handled? How will you maintain grade level with overpass at intersection with only one contractor and long term maintenance agreement?
10. Increased flooding. Need to increase capacity to compensate for increased flow.
11. Culverts and drainage issues.
12. Will this project cause flood issue on 59th Ave.?
13. Will flooding occur where monsoons/winter weather starts? What steps are being taken to avoid flooding?
14. Flood control issues have not been fully addressed to handle multiple 100-year storm water runoff from South Mountain to the Gila River!!

Frontage Road

1. Ahwatukee will be paying for these design flaws for years: no frontage road.
2. Lakewood will be negatively impacted by current alignment. Add access roads. Public input ignored to save money for the contractor.
3. Need a frontage road between 32nd and 40th Streets
4. Include a frontage road.
5. We either need an interchange at 32nd St or an access road is needed for safety.
6. Add frontage rd between 32nd and 40th streets
7. Consider adding 32nd St interchange and/or frontage road.
8. Build frontage road.
9. Add frontage rd between 32nd and 40th Streets.
10. Add frontage road between 32nd and 40th Streets.
11. Add frontage road
12. No way to make left turn from Cottonwood Ln and Cottonwood Ln is only way out for that subdivision. Why no frontage road?
13. We need an exit at 32nd Street. If not, build a frontage road.
14. Add 32nd St interchange OR add frontage road.
15. Will a Frontage Road be added heading East between 32nd and 40th. With no exit @ 32nd will there be a plan to divert traffic away from neighborhoods?
16. Need a frontage road connecting 32nd street to 40th street and/or 24th street. This is to facilitate access to/from Desert Vista High School. Otherwise, traffic will increase unacceptably in the Lakewood community and Liberty Lane.

17. What happened to the proposed frontage road? This is a major part of total safety to residents.
18. What is happening with a frontage road?
19. Why not construct a Frontier Road to connect 32nd street with 40th street exit? Is it to reduce traffic on Liberty Ln and Lakewood especially with presence of 4 schools. It is also a safety concern. Thank you.
20. What is the plan for Frontage Road along the freeway from 40th Street eastbound to 27th Avenue?
21. Please—why can't there be a frontage road heading east bound along the south side of the highway at 32nd and 40th. This will avoid traffic and in Lakewood and in front of elementary schools, saving lives of small children.
22. Please explain why it is a good plan to not provide a frontage road to 32nd St. Explain how 3000 high school students will not have to drive past elementary schools on either route from 24th or 40th
23. Is it too late to incorporate an access road from 32nd to 40th parallel to FWY?
24. Will there, or won't there, be a frontage road between 32nd and 40th streets?
25. What would it take to add access roads between 40th St. and 24th St.
26. Can we plan for frontage roads between 40th Street and 32nd Street?
27. I don't see a frontage road. Where do 80,000 people that live in this part of Ahwatukee go if highway is closed??
28. It is essential to have an access/frontage road between 40th st and 32nd street. How committed are the partners to making this happen?

Gila River Indian Community

1. I am deeply ashamed and distressed by how our GRIC neighbors were treated. This is to our shame
2. How will sacred GRIC lands be protected?
3. How will GRIC wells be protected?
4. You don't understand our ways.
5. You know this is wrong.
6. This is disappointing.
7. I hope that one day you see the disrespect and desecration you have committed to the people that took and continue to take care of these lands far before your coming.
8. I am appalled at how GRIC was treated at the 9/27 meeting and the disregard for their concerns about the destruction of their sacred land.
9. What will be done with Native American artifacts and petroglyphs?
10. Knowing South Mountain is sacred to the Gila; why can't you save the mountain.
11. How will sacred Native American lands be protected?
12. Contacted ADOT regarding future route in 2002. I was lied to regarding the route and negotiations with GRIC.
13. Native American concerns, Health and Safety, EIS not relevant to current communities, traffic issues.

14. GRIC concerns ignored.
15. Is this sacred land if so why gov. feel has a right to build on it?
16. What has been done to work with the Gila River Indian Community to prepare them for added traffic.

Impact to South Mountain Park/Preserve

1. What will happen with City of Phoenix - Mountain Preserves (See attached: Chapter XXVI. City of Phoenix Mountain Preserves)
2. How did ADOT/COP address the.CH XXVI. Lot of phoenix mountain preserves. sec.2 disposition of mountain preserves property__ without a vote sec.5--- without approval of a majority of electors understand the destruction of the mountain preserve in phoenix.

Interchanges

1. Remove Estrella interchange.
2. Why is there no freeway access at 27th Ave? You are putting more people on 17th Ave and Chandler unnecessarily.
3. You cleared South Mountain at 27th Avenue. Why aren't you meeting up with I-10 at 27th or 35th? You are adding congestion eastbound between this intersection and I-17 Northbound.
4. Entry onto the freeway is projected to be different from previous entry. Would you explain the origin, advantage and details which, I believe, consists of wrong way traffic at some point? Is there a 40th Street entry to the freeway? If not, why not? It is a much busier street than 24th St. So. And why are there 2 entries (Desert Foothills Pkwy and 24th St) within 2 miles of each other?
5. Since there are not many homes off 17th Ave (especially on the West side), can we eliminate 17th Ave ramp and divert traffic to Desert Foothills (where there are mostly commercial properties)?
6. Can an addition interchange be put in place in the neighborhood West of Chandler Blvd? As there are a lot of unbuilt space over there. Instead of routing thru 17th Ave?
7. When Loop 202 was constructed in the Lehi area of Mesa, ADOT allowed local residents to forego exits for several miles. Is that an option in the Ahwatukee area (i.e. have an exit at 40th St. and perhaps Desert Foothills Pkwy and no others.
8. For how many years do you project the number of lanes will last before more lanes need to be added? Less interchanges would be better (and cheaper).
9. Questions on SR202/I-10 interchange aka Pecos Stack. Why only 2 GPL lanes and not 3 under the interchange? Why no HOV ramp from EB 202 to WB I-10 to Phoenix?

Legal

1. What happens when GRIC wins a scotus--- then what keeps the project going or do you stop.
2. How will the pending lawsuit impact construction of the freeway?

Noise/Noise Barriers

1. Rubberized asphalt?

2. Extend sound wall from 17th St to Chandler.
3. I live near 59th and Thomas. I-10 is very noisy.
4. Add sound proof walls
5. Little noise abatement.
6. Below-grade freeway with noise reducing walls.
7. Our community needs to have the freeway depressed so the noise isn't loud.
8. What data sources will be used to estimate peak noise and duration of noise?
9. Please confirm that the driving surface will be rubberized asphalt for noise suppression.
10. What other measures are taken to reduce noise impact to the surrounding communities?
11. With at grade roads noise will be much higher. What mitigation is used and how do you know that it will work?
12. Are you offering any compensation program to help owners of properties on 202 to upgrade widens and insulations to minimize noise and dust and to make up for lost property value?
13. What is the plan for noise abatement at 32nd and Pecos where the highway is raised m. either side of the intersection resulting in a bridge over the intersection?
14. What are you doing about noise at existing housing near new freeway 51 Avenue?
15. What methods will be used to mitigate/minimize construction impacts on adjacent homes, schools and churches? (dust, noise, etc.) Will trees be planted north of wall to absorb sound, etc.?
16. Where are to noise mitigation sections?
17. What is the plan for sound attenuation?
18. How will you minimize noise impact? Especially at Desert Foothills with the raised road. Sounds like it will be LOUD.
19. Will you install Grade sound walls and white pine trees to help protect homes near (within 100 ft.) of SMF and will you do low profile lights
20. What is being done to decrease noise levels height of wall? Raised beam?
21. Please explain to the general public why the sound wall can't be built first.
22. What are noise controls?
23. Can walls be built first?
24. What effects were made for sound mitigation and traffic interchanges factoring in the volume of traffic during rush hour?
25. Will there be 20 noise walls along the entire freeway or are some areas going to have shorter or taller walls?
26. Will there be rubberized asphalt on the entire freeway?
27. The road level at 32nd (and other cross streets) rises to 23 This is an abomination in a residential neighborhood. How will noise be mitigated?
28. How high are the sound walls?
29. How close is the brick wall going to be to the school?

30. How tall are the restraining walls? What are the min and max heights (noise walls)?
31. Have it be a fully sunken freeway with sound walls in all areas including 17th Avenue down to Foothills Reserve neighborhood.
32. Sound barrier walls!
33. Why can't answers be given at this public meeting as to how big sound walls will be or what level of noise suppression will be achieved?
34. How high will the sound walls be on both sides of the freeway?
35. Will the walls have some design feature specifically to absorb sound? If so, what is it?
36. Why do the sound walls not extend all the way from Foothills Reserve to 17th?
37. Extend sound barrier in Pecos segment between 17th Ave and Chandler Blvd to Foothills Reserve. The state trust land the freeway runs along is slated for development and will need noise barriers anyway. Do it now.
38. Please put a sound wall south of Baseline.
39. Since most of the alignment through Laveen will be near existing elevation what type of sound walls of berms will be provided to protect the residential areas?
40. Why there is no sound wall? - Ivanhoe and Dusty
41. Extend sound barrier in Pecos segment between 17th Ave and Chandler Blvd to Foothills Reserve. The state trust land the freeway runs along is slated for development and will need noise barriers anyway. Do it now.
42. Sound wall construction; construction timeline of Pecos; how this connects to Chandler? (Foothills Reserve)
43. Add as much sound barrier as possible near 17th Ave. Make it as tall as possible. Add traffic light at Liberty Lane. Use special quality pavement (smooth) that is less noisy.
44. Are you aware that people living in Club West can hear the cars and boats from Wild Horse Pass? What makes you think that a 20ft wall will stop the noise?
45. Where will sound barriers be?
46. Please put a sound wall south of Baseline. Please communicate with City of Phoenix so they will get to work on expanding Baseline between 57th and 63rd Avenues. Increased flooding
47. Are there going to be sound Barrier walls on the East side of 202 as it goes thru Laveen
48. Is there noise barrier between Dobbins and baseline?
49. Won't these need to be built eventually when that land is developed? Can you build it now?
50. How high will the sound barriers be?
51. Is the sound barrier still in place between Southern Ave and Baseline Rd Corridor? It really needs to be in place-we were promised this when you brought it to the community-
52. A sound wall is needed to block the noise from houses between baseline and dobbins on 59th Ave in Paseo Point will a sound wall be built?
53. I live between 59th Ave 63rd Ave. lower Buckeye, will there be barrier walls where homes are located.

54. Will there be a noise barrier between Baseline and Southern?
55. More noise control wall thickness
56. Please address noise during construction—my property backs to Pecos and I already have double the noise 10 years ago Also—how will sound walls affect the drainage in adjoining props?
57. Thank you for maintaining well connections. Consider adding 32nd St interchange and/or frontage road. Elevated freeway along Lakewood neighborhood: can land north of sound wall be bermed up towards wall and landscaped so people don't have to look at very tall wall?
58. How high will sound walls be—specifically between 27th-31st Ave (Foothills Reserve)

Other Projects

1. With added traffic why wasn't a bridge consider at 91st Ave?
2. Increased traffic between 59th Ave and I-17. SR-30 will need to be extended.
3. Please communicate with City of Phoenix so they will get to work on expanding Baseline between 57th and 63rd Avenues.
4. Fix the roads we have. Make existing freeways safer: remove HOV lanes, improve on/off ramp safety, especially at SB Union Hills onto I-17 and WB 202 to the I-10.
5. Enter south bound I-17 from Union Hills need to get over 2 lanes or get stuck on off ramp to Bell road w bound 202 to w bound I-10.
6. What considerations have been incorporated into the design to minimize re-construction with SR-30?
7. (Throughout Foothills Reserve) Completion of Chandler Blvd—1 or 2 lanes?
8. What is the plan for 303? Does it come across the South of Phoenix?
9. Has a toll gate through South Mountain been considered to ensure that the new route offered up is funded by those who use it? If not, why not?
10. My property is directly adjunct to the current Pecos Road (12th Way, Foothills Parkway) There are now ribbon markings less than 30 feet away from my house, what do these markings determine?
11. When will I-303? Start to become a reality, I understand it is a reason for not having on/off ramps on Broadway

Pedestrian Bridge

1. Will bicycles be allowed on pedestrian bridge?
2. Like idea of ped bridge between Lower Buckeye and Broadway.
3. Looking for info regarding Bridge for access to Fowler Elementary.

Pest control

1. Pecos portion of freeway has scared up scorpions. If it happens in my area, will we get assistance to help eliminate this problem Loop 202 and I-10
2. To date you've done nothing monetarily to compensate for the community detriment in values and aesthetics, so how are you going to handle the increase in mosquito breeding areas and the increase

in pests (scorpions) that have started. In 10 years we never had scorpions until the recent digging up of dirt.

3. As construction begin what are you going to do about the pest problem for the homes that back up to Pecos?

Plant Salvage

1. Regarding the nursery in the Foothills Reserve community. Are you going to remove the asphalt?
2. Nursery? Have you taken into account the impact on the homes that are directly across from this location? Health etc..... Why was the ground cover that is currently at the nursery removed? Poison? Not good for plants.

Pollution

1. What measurements have been taken to define additional air and water pollution?
2. It is obvious that pollution in Ahwatukee will increase dramatically due to traffic. How will this be mitigated?

Project Cost

1. What was the Original Cost estimate, and what is it today?
2. What is the budget breakdown in terms of amounts and percentage?
3. If the project goes over budget how will the additional money be raised to pay for the overage? Thank you.
4. How do you have a confirmed \$1.77 billion budget w/out a final design. How could this change based on pending design decision?
5. Do the additional changes effect the overall budget of \$1.77 billion? Will the freeway cost more to build or cost less to build?
6. How much money has been spent of our \$1.77 billion?
7. How do you know your budget without an approved design?
8. Can you explain where \$1.77 comes in without understanding construction needs and plans?
9. Do we need this expensive project? The East Valley does not want this out of date plan. Save the \$1.77 billion- build a road to Flagstaff.
10. What is the per mile cost for the section in the mountain?
11. How is the project being funded?
12. How much money will the state of AZ lose if the private companies invested in this project don't get this extension and leave? Isn't that the reason ADOT is pushing for this? If not, why this push?
13. What was the bidding process for the entire project and what kind of a contract—lump sum —cost plus, etc.
14. How will cost overruns be treated? (Who is responsible).

Project Opposition

1. Why is this freeway even necessary?
2. Freeway should be south of Pecos and away from grandfathered housing. Don't build this freeway to nowhere.
3. Project is not needed. Project is not wanted except by people who'll make money off it.
4. Don't want this freeway. Construction should not start until approved by fed gov't and all issues addressed.
5. Freeway should go through Maricopa instead of Ahwatukee.
6. Native American concerns, Health and Safety, EIS not relevant to current communities, traffic issues.
7. Illegal to build through municipal park when there are other options; not sufficiently investigated for risks to health, safety, and environment; project should not be planned, constructed, and maintained by a private group.
8. More public transportation options; environmentally sustainable and carbon neutral options.
9. Planned route too close to many schools. GRIC concerns ignored. Little noise abatement. Strongly favor alternatives like rail line.
10. Why were houses, churches, schools allowed to be built if there was a possibility a freeway was needed?
11. Please be truthful to the public in what else was in the proposition that you added the 202 freeway expansion to? People did not vote for this like you say!
12. How can you justify spending our tax money when the federal courts may still stop this project?

Project Support

1. Want project to move forward so Laveen can grow and alleviate traffic.
2. So excited about the freeway! Huge help with traffic in Laveen. Thank you for all your hard work!
3. Well-organized and prepared presentation. Everyone I spoke to was equipped to answer questions. Disappointed freeway won't be opening in sections
4. Have been looking forward to this highway to exit from Laveen to Chandler. It's well needed.
5. Excited to see changes in South Mountain area. Would like something that doesn't harm the land/environment and is still beautiful to see every day. Thank you for all your hard work.
6. Please expedite construction and opening. Traffic on Baseline is a nightmare in Laveen.
7. Why is River Basin design nowhere near Salt River anyway? Did designs get switched?
8. We've been waiting so long! Please do not delay. We need ASAP
9. So pleased SMFW is finally being constructed.

Property Values

1. Depress the freeway in Pecos section. Lost property value.
2. Sound walls ruining views, lowering property values. below grade freeway.
3. Will the construction of the freeway decrease the value of my home???

4. The value of my house will go down by [approximately] \$20,000. Is there a plan to compensate those with houses affected?
5. Do you have any projections on how the loop 202 connection project will affect real estate values in Laveen?
6. Will the property value go up or down?
7. Will home and car insurance go up?

Public Transportation

1. Have you considered implementing public transportation instead of building more freeways?
2. How are you incorporating future public transportation systems into these freeway plans?
3. Is there space for the addition of a light rail in the center island or alongside the freeway?
4. Fix the bus system-make it more convenient for people.
5. Highway with train. People can't afford cars.
6. Will designing allow for future mass transportation like light rail or faster rapid trains down the freeway?? Or rapid transit busses?

Public Involvement Process

1. Why such negative outcry from public? Communication process was terrible. Laundry list of issues.
2. What is your communication strategy? Besides signing up for emails, will you employ other methods to communicate traffic restrictions, closures, etc. to the surrounding area? Such as next door, etc.?
3. Are the presentations slides on the website? Answer is yes online at SOUTHMOUNTAINFREEWAY.COM
4. Is there a better map on the website showing where the road will go? (The presentation focused on intersections.)
5. Is the presentation (in understandable form) available online?
6. Can we have a video of how the entire freeway will look at the website?
7. Thank you for designing beautiful freeway and including the community.
8. More public meetings as construction progresses; show videos of milestone structures.
9. This seems like comments are being taken for a project that has been decided but people can't even find out what has been decided.
10. What public inputs have been adopted to date?
11. Can you give ANY examples of public comments changing significant (or not) design decisions?
12. In what ways have public input been incorporated into preliminary design (to date)?
13. Honestly, will ADOT and C202 really consider suggestions from local residents? Or do you even care?
14. Is this free-way going to be built regardless of public opinion?

15. Woman who threatened to end presentation was very discourteous and rude to those present. The speaker volume was plenty low to accommodate discussion. This woman should not be in a position to interact with public.
16. Will there be public meetings describing the FINAL design or will there be public meetings to discuss specific design and scheduling as the Salt River Segment starts construction?
17. Appreciation for all of the staff's time and information provided to residents.
18. Thank you for your time and all of the information provided.
19. What is the likelihood anything will change as a result of this meeting?
20. Too much technical jargon used in presentation. No explanation for why so many changes from original plan.
21. Is this public meeting a serious opportunity for us to offer comment and requests such as this that ADOT will respond to, OR are the design decisions already made, and we are only being placated?
22. Sue Lewin - The Native Indian Community is being affected as well. Your comment about the "natives are getting restless" was in very poor taste. I hope you will choose your words more carefully for future meetings.
23. Sorry to say most of the presentation was terrible. We could not hear! So for an hour wasted!
24. Very well-planned and informative. Thank you for your patience with individuals who refuse to cooperate.
25. Sue, you did a great job!
26. Can't hear.
27. You better apologize for that insensitive comment, [The Natives are getting restless.] That was uncalled for.
28. Bad venue: use auditorium next time. Dim lights and have roll plot tables in the vestibule to keep talkers out of presentation area.
29. Too much technical jargon used in presentation. No explanation for why so many changes from original plan.
30. Not enough seating provided suggests a lack of respect for citizens and desire to repress meeting attendance. Commentary on meeting moderator's unfortunate turn of phrase.
31. Greatly appreciate well-organized meeting. Some people too busy talking and not listening. Suggest handing out an agenda for next public meeting.
32. Thank you for providing community forum. Thank you for controlling crowd noise and keeping us on track. Good use of providing multiple ways to share questions and comments. In future, please allow more time (perhaps 6PM - 9PM) and place speakers at front and back of room so everyone can hear.
33. Speakers weren't good. Presentation unclear. Moderator prevented real time questions or comments. Constant background noise. Smaller meetings in future and prepared speakers. Depress the freeway.
34. Nice presentation.
35. Why such negative outcry from public? Communication process was terrible. Laundry list of issues.

36. Choose a calmer PR person. Please don't use acronyms. Speakers at the back of room.
More public transportation options; environmentally sustainable and carbon neutral options.
37. Well-organized and prepared presentation. Everyone I spoke to was equipped to answer questions.
38. Thank you for this meeting. Ron Szwiec was outstanding and knowledgeable. All my questions were answered.
39. Will there be Final Design Public meetings held so we know what Will be built? If so, about when will those meetings start?
40. Define "preliminary design"? 1) What possible implications have you discovered from the planning of the freeway? 2) What if any solutions are being considered?
41. Not one more ¢01 of tax payer dollars should be given to Sue Lewin—responsible for PR at ADOT and Connect 202 SMF Public meeting who condescendingly scolded citizens in back of room saying on the microphone "The NATIVES are getting restless." Some attendees at this meeting were native American from Gila River as seen on the news. I will be taking this public.
42. Design- Build is understood but why bring in public after construction begins?
43. I feel this "plan" has been pushed through without consideration of residents' concerns for a beautiful, affluent community improvement. Plans were made and retained without change; negatively affecting not only property values, but quality of life. How do you propose residents "moving forward"—maintain the beauty and value of Ahwatukee with your proposed plan?

Public Safety

1. Will the speed limits change on the streets?
2. Is there research on crime statistics when adding freeway access to neighborhoods. Note: I have read articles about the increase in crime to bedroom communities when quick getaway freeway access is added to existing communities.
3. Police traffic support at major intersection?
4. What coverage do you have for construction damage to vehicles - nails, boards, wood, metal debris?
5. We have problems already with two truck stops on 67th and 59th with prostitution at Sunridge park next to an elementary school. What security will we have to deter solicitation?

Right of Way

1. Effect on former ROW homes. Buy the former ROW homes. We want to tear down.
2. Who is the contact person for parcels not incorporated in City of Phoenix? (Maricopa County Representative)
3. Will there be any displacement of people homes?
4. Approximately when will excess land purchased by ADOT, that is not used be available for sale?
5. Regarding the properties that are being claimed for the freeway- I understand the demo work is subbed out- but what if any chances are there to reasonably buy fencing, out buildings and such?
6. Is all the right of way acquisition for Laveen (river bed south to 51st) completed and are all the effected properties already demo'd?

7. Have you destroyed all houses now?
8. Are the houses to be taken already done?
9. Why were several houses and churches to be built over the past years in the right of way at the 202?
(The ones that have or will have to be demolished)

Purpose and Need and Urban Sprawl

1. Why is this freeway so important now? Is it because it is an election year?
2. Why wasn't this done years ago when it was first brought up? Before Houses were built?
3. Has there been any thought in preventing suburban sprawl and promoting urbanization?

Shared-Use Path

1. Separate cyclists from pedestrians on multi-use path.
2. At one time there was talk about a bike path following the loop 202 route for the may bikers to connect. Any knowledge of that and would ADOT have any part in it?
3. Bicycle paths sidewalks to cross the salt river.
4. Eliminate the bike lane during build.
5. Extend bike path to Pecos Park.
6. Will shared use path accommodate cyclists who currently use Pecos Rd?
7. Build multi-use path on south side of freeway, extend east from 40th St to Pecos Community Center and Park and to the Premium Outlet Center.
8. Nice presentation, extend multi-use trail past 17th to Chandler cul de sac for Foothills Reserve community
9. Put multi-use path north of sound wall and extend it across I-10 to Chandler
10. Extend multi-use path to reduce traffic through Lakewood
11. Please add horse bike walk paths in Laveen, especially Dobbins. Need a way to safely connect to other side and lots of horse properties on Dobbins.
12. Include multi-use path along edge of ADOT ROW to connect to existing Laveen Conveyance Channel path.
13. Why is the multi-use path on the south side of the highway instead of north of the sound wall where it would be quieter and potentially shady?
14. Why must the multi-use trail stop at the 17th? Can we extend to Chandler cul de sac?
15. We need bike lanes separated from pedestrian lanes (no multi-use) for safety. Is this in the design?
16. Is there a walking path through the Foothills Reserve from 17th Ave and on?
17. I live in Foothills Reserve and you are destroying our multi-purpose walking path. Are you creating a new one or just destroying it and leaving like the houses?
18. Would you consider extending the shared use pathway past 17th Ave going west to the major curve going north?

19. Is the multipurpose path (bike path) only 6 miles? If not, how long is the path? Why is it not as long as the new frwy since there is plenty of room? This city is supposed to be a bike friendly town and this is a great opportunity to build a long path, especially since this is the design phase.
20. Can the bike path be placed on the north side (closer to the Ahwatukee community) of the highway for easier pedestrian access?
21. How wide is bike lane and is it bi-directional and also for joggers/walkers? Where does it start and end?
22. Why is the multi-use trail not extending all the way to Foothills Reserve? Can it be extended from 17th all the way to Foothills Reserve?
23. If the freeway is going in, do it right. Why is there no plan to extend the multi-use path for Ahwatukee to go down to Foothills Reserve? Please consider doing so.
24. Put multipurpose trails closer to the homes?
25. Why is it a good plan to funnel traffic onto a road/bike path/track team training route and past an elementary school?

Speed Limit and Safety

1. Set traffic speed on freeway to 75 MPH.
2. Will the speed limit be the same from one end to the other? What will it be, or what will the range be?
3. Concerned about accidents caused by casino visitors.
4. Given ADOT's lack of response to haz-mat spills comments throughout the ERS process, what has been done by way of addressing these concerns in the design of the freeway?

Traffic Access, Flow and Control

1. Need a traffic signal opposite of Park and Ride, Cottonwood Ln is only exit for Foothills Paseo community.
2. Add traffic light at Liberty Lane.
3. Remove Estrella interchange. Not needed. If you cannot remove it, please add a "Local Traffic Only" sign similar to the 51 to Bethany Home Rd.
4. Are you working with the City of Phoenix street transportation dept.??
5. How will extra congestion on 40th be handled?
6. How will you stop cut through traffic in Lakewood?
7. Hope not all major roads will be tied up at the same time. Would like to avoid construction by using Broadway or Southern while Baseline is tied up.
8. How will they handle traffic on Baseline? Will traffic be rerouted to other streets?
9. When work begins on Southern and Baseline, will closures be staggered so that east-west traffic will have one fully unobstructed route and will traffic control assist in preventing motorists from cutting through residential neighborhoods to avoid lane restrictions?
10. More wrong way deaths suggest installation of grids (?) to flatten tires upon incorrect entry-

11. How will traffic get to the H.S. (Desert Vista) from freeway?
12. Access plan for storage facility at 32nd Street?
13. No way to make left turn from Cottonwood Ln and Cottonwood Ln is only way out for that subdivision. Why no frontage road?
14. What about casino access?
15. Will WB traffic on Van Buren still be able to turn left onto SB 57th Dr. or will a media prevent left turns? Access to 57th Dr. is already limited.
16. Are there going to be any temporary road closures, detours as construction progresses particularly down Pecos desert foothills, chandler, etc.
17. What is the traffic flux?
18. How much traffic flow?
19. How is traffic @ I-10 going to be as 202 traffic dumps onto it. Between 51st Ave and Loop 101 N. That is already worst freeway and now more traffic will be added from 202. Thank you.
20. You need detailed battle plans for traffic flow "in" and "out" of impacted communities. Existing surface roads can barely handle the traffic now and severing this road artery will have huge impact. Provide or consider
21. Temporary service road to support traffic flow. Maybe consider one way use during peak periods.
22. How does it help Ahwatukee drivers in time saved, getting to downtown from 59th during rush hour?
23. What plans do you have for all the traffic currently using Pecos to I-10 while Pecos is disrupted by construction other than pouring it onto already crowded Ray and Chandler?
24. Was there a detailed traffic study performed in the Ahwatukee community due to the unique layout (closed in cul-de-sac)?
25. The alternative is driving through the neighborhood past the elementary schools. How does that not endanger the small children of the neighborhood?
26. We need traffic light on 40th St. and Cottonwood so we can get out of our sub-division and go south on 40th to the 202. Are you putting one in?
27. The neighborhood (Foothills Paseo II) can only exit the neighborhood at 40th St and Cottonwood. With traffic exiting the freeway it will make it difficult/impossible to get out. We need a second entry/exit point
28. What about traffic abatement during construction? Chandler and Ray are already highly congested during rush hours.
29. How will extra congestion on 40th be handled?
30. On 40th St. and Cottonwood coming out of Cottonwood there is about 150 ft. from Pecos access North, leaving terrible access of 40 South. A no turn on red (going north) would give chance for traffic to clear.
31. If you are allowed to build 202 extension, when you close down Pecos what plans do you have for the Pecos traffic other than dumping it on already crowded Chandler and Ray Roads?

32. How would cars be able to exit the foothills paseo 2 community at 40th street opposite park and ride?
Will there be a traffic signal there?
33. Regarding Southern exits, where will they go to or are there no S. exits?

Traffic Interchanges

1. Will there be an exit on the ramp at 51 Avenue and will there be an access road on Estrella?
2. Is 59th Ave the I-10 tie-in?
3. Since you can't put an interchange on 51st why move it to Estrella instead of eliminating it completely?
4. The Strand expensive Design of the Estrella Exchange Demonstrates it is not good option either.
5. I would like to see on and off of Broadway to get to I-10. As well as residents from divisions on W. Broadway.
6. What are crossroads over the freeway?
7. Why do you need to have on interchange at Estrella Dr. when it dead ends?

Truck Route

1. A lot of the side streets impacted by this new freeway will need to be re-constructed to handle semi-rig (18-wheeler vehicles).
2. If trucks are allowed, which they should not to be:
 - o A. No air brake usage
 - o B. No trucks from 6 p.m. to 6 a.m. or similar
 - o C. Trucks restricted to right (slow) lane only
3. Consider this to be a personal vehicle use only. No trucks or service vehicles allowed. After, northbound trucks will use I-10 to I-17. Westbound trucks should be using I-8 to I-85 to I-10.
4. Will this project limit 18-wheelers? If not, this will become a truck route which should be on I-8.
5. Are there plans to develop a TRUE I-10 bypass? This should not be an interstate bypass!!!

Utilities

1. What/where are the major utilities being relocated to along Pecos?

Wells

1. Protect the wells and water supply.
2. Make sure wells are protected.
3. Could you please speak about the current situation with the wells (water)?
4. Is ADOT financially responsible to ensure the lakes in Lakewood remain full?
5. What are the water well issues?
6. How is ADOT going to provide water to the Foothills HOA if you are unsuccessful in finding an appropriate new well to replace the current well?

7. There may be a well on 32nd there in one on 24th no viable option may cost \$1,000,000/year.
8. Have you been able to find water to replace the wells that will be destroyed by the freeway. If not is it true, the taxpayer will have to pay \$1 million yr to truck in water for replacement?
9. What about wells and water for golf courses and Lakes?
10. What is the effect on the water supply, especially on the 2 affected golf courses?
11. Please explain the water situation and how the lakes and golf course ponds in Ahwatukee will be affected by the road.

Wildlife

1. What is the strategy to accommodate animal migration?
2. How will you contain the wild life from getting into my back yard?
3. What are you going to do about the wildlife that you will be impacting during construction??
4. House backs up to FWY. If I have problems with critters who do I call?
5. How will wildlife be protected and territories preserved? This is critical.
6. Have there been considerations for the animal migration area in the Foothills Reserve that will be cut off?