

# FINAL ENVIRONMENTAL ASSESSMENT AND APPENDICES

## State Route 802, Williams Gateway Freeway



Maricopa and Pinal Counties, Arizona | NH-802-A(AUG) | 802 MA 999 H6867.01L



**Arizona Department of Transportation**  
Intermodal Transportation Division  
Environmental Planning Group  
1611 West Jackson Street, Mail Drop EM02  
Phoenix, Arizona 85007

### LEAD AGENCY:



**US Department of Transportation**  
Federal Highway Administration  
Arizona Division  
4000 North Central Avenue, Suite 1500  
Phoenix, Arizona 85012-1906

### COOPERATING AGENCIES:



**US Army Corps of Engineers**  
3636 North Central Avenue, Suite 900  
Phoenix, Arizona 85012-1939



**Federal Aviation Administration**  
Western-Pacific Region Airports Division  
PO Box 92007  
Los Angeles, California 90009





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

ARIZONA DIVISION

May 6 2011

4000 North Central Avenue,  
Suite 1500  
Phoenix, Arizona 85012-3500  
602-379-3646  
Fax: 602-382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

In Reply Refer To:  
NH-802-A(AUG)  
HOP-AZ

NH-802-A(AUG)  
802 MA 999 H6867 01L  
State Route 802  
Williams Gateway Freeway  
Final Environmental Assessment

Mr. Thor Anderson, Manager  
Environmental Planning Group  
Arizona Department of Transportation  
Phoenix, Arizona 85007

Dear Mr. Anderson:

The Federal Highway Administration has reviewed the Final Environmental Documentation submitted with your letter of April 19, 2011 for the above-referenced project, and concurs with your recommendation of a Finding of No Significant Impact (FONSI).

The original signed copy of the FONSI determination and a copy of the Final Environmental Document are enclosed for your use.

The adoption of this document constitutes Federal Highway Administration approval.

Sincerely yours,

Mary Frye  
Environmental Program Manager



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Federal Highway Administration  
FINDING OF NO SIGNIFICANT IMPACT  
FOR

NH-802-A(AUG)  
802 MA 999 H6867 01L  
State Route 802, Williams Gateway Freeway

The Federal Highway Administration has determined that this project will not have any significant impact on the human or natural environment. This Finding of No Significant Impact is based on the attached Environmental Assessment *Final Environmental Assessment* that has been independently evaluated by the Federal Highway Administration and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

May 6, 2011

Date




for Division Administrator



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FINAL  
ENVIRONMENTAL ASSESSMENT  
for  
State Route 802, Williams Gateway Freeway

Maricopa and Pinal Counties, Arizona  
NH-802-A(AUG)  
802 MA 999 H6867 01L

April 2011

Approved by:  Date: 4/19/11  
THOR ANDERSON, Manager  
Environmental Planning Group  
Arizona Department of Transportation

Approved by:  Date: May 6, 2011  
 KARLA PETTY, Division Administrator  
Federal Highway Administration

*This Final Environmental Assessment has been prepared in accordance with provisions and requirements of Title 23 Code of Federal Regulations, Parts 771 and 774, relating to the implementation of the National Environmental Policy Act of 1969 (42 US Code 4332(2)(c)).*

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## List of Acronyms and Abbreviations

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ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
ASLD	Arizona State Land Department
CAWCD	Central Arizona Water Conservation District
CCP	Communications and Community Partnerships
Corps	US Army Corps of Engineers
dB	decibel
dBA	decibels in the range heard by the human ear
EA	environmental assessment
FHWA	Federal Highway Administration
FY	fiscal year
GM	General Motors
HOV	high-occupancy vehicle
JD	Jurisdictional Delineation
MAG	Maricopa Association of Governments
MP	milepost
NAD	North American Datum
P-MGAA	Phoenix-Mesa Gateway Airport Authority
RTP	Regional Transportation Plan
R/W	right-of-way
RWCD	Roosevelt Water Conservation District
Sp.	various species of a genus
SR	State Route
TI(s)	traffic interchange(s)
US	United States
USC	United State Code
USFWS	United States Fish and Wildlife Service
UTM	Universal Trans Mercator

# 1. Preface

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## A. Project Description

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are proposing the construction of a new freeway along an east-west alignment originating at State Route Loop 202 (SR 202L) milepost (MP) 34.50 and terminating at Ironwood Road. The proposal includes the construction of a fully directional freeway-to-freeway system traffic interchange (TI) with SR 202L and improvements to SR 202L that will result in five travel lanes departing and approaching the new TI. Other proposed SR 202L improvements between Higley and Baseline Roads include auxiliary lanes constructed between traffic interchanges and accommodations for future high-occupancy vehicle (HOV) lanes and HOV bridge connections to the new freeway. The proposed new freeway includes five lanes in each direction nearest the new freeway-to-freeway system TI and tapers to three lanes in each direction east of Williams Field Road. Along the new freeway, TIs will be constructed at Ellsworth Road, Williams Field Road, Signal Butte Road, Meridian Road, and Ironwood Road. Grade-separated crossings will be constructed at Ray Road, Crismon Road, and Mountain Road to allow local street connectivity across the new freeway corridor. New freeway improvements will be constructed to accommodate future HOV lanes.

## B. Summary of the Environmental Assessment Process

The Draft Environmental Assessment (EA) was signed by FHWA on October 12, 2010. The public hearing was held on November 9, 2010, at the Queen Creek Branch Library Zane Grey Conference Room, 21802 South Ellsworth Road, Queen Creek, Arizona, to receive public comments. Copies of the Draft EA were made available for review at the Southeast Regional Library and the Queen Creek Branch Library. The Draft EA was also posted to ADOT's website ([http://www.azdot.gov/highways/EPG/EPG\\_Common/Documents\\_Approved\\_EAs\\_SR802\\_Williams\\_Gateway\\_Freeway\\_Draft.asp](http://www.azdot.gov/highways/EPG/EPG_Common/Documents_Approved_EAs_SR802_Williams_Gateway_Freeway_Draft.asp)). Stakeholder agencies were either informed of the availability of the Draft EA for their review at the libraries and website, or were sent copies. A list of agencies receiving notices of the availability and those receiving copies is included as Appendix A.

The public comment period for the Draft EA began on October 20, 2010, and ended on December 15, 2010. Comments on the Draft EA were received by letter and e-mail, on written comment sheets at the public hearing, and through comments taken and transcribed by the court reporter in attendance at the hearing. Information about the public hearing, a transcript of the proceedings, and comments gathered during the comment period have been compiled into a report prepared by ADOT's Communications and Community Partnerships (CCP) Group are included as Appendix B. Written comments received from

the Sierra Club and stakeholder agencies (including those received during the comment period and subsequent) have been compiled separately from the CCP report into Appendix C. A matrix of ADOT's responses to comments is included as Appendix D.

This Final EA responds to public and agency comments received during the comment period and provides additions and changes to the Draft EA, where necessary. This document is intended to be used in conjunction with the Draft EA. It includes the complete list of mitigation measures, changes to the Draft EA (known as errata), and appendices containing a summary of the public hearing (Appendix B), comments received during the public comment period and responses to the comments (Appendix C and D), and the final Programmatic Agreement for the treatment of cultural resources (Appendix E). With the completion of this Final EA and the issuance of a finding of no significant impact by FHWA, the National Environmental Policy Act requirements have been met for this project.

## 2. Mitigation Measures

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Mitigation measures have been defined to avoid or minimize the environmental impacts of the proposed project. Global changes that have been made to the mitigation measures from the Draft EA include changing "would" to "will" for design and ADOT responsibilities, and changing "would" to "shall" for contractor responsibilities. Draft EA text additions are shown in blue italics (*italics*). The mitigation measures listed below supersede the mitigation measures from the Draft EA and are not subject to change without prior written approval from the Federal Highway Administration.

### *Design Responsibilities*

- During final design, the Arizona Department of Transportation will design the State Route 802 freeway to accommodate the future planned trails in the *Maricopa County Regional Trail System Plan* and *Pinal County Open Space and Trails Master Plan* that will intersect the freeway alignment. (Refer to page 69 of the Draft EA)
- During final design, the Arizona Department of Transportation will evaluate strategies that reduce engine activity or reduce emissions per unit of operating time to reduce construction impacts on air quality. (Refer to page 83 of the Draft EA)
- During final design, the Arizona Department of Transportation will coordinate relocation of utilities with the affected utility companies. (Refer to page 89 of the Draft EA)
- If service disruption will be required for utility relocation, the Arizona Department of Transportation will coordinate with the utility companies to ensure customers are notified prior to service disruption. (Refer to page 89 of the Draft EA)
- To reduce light spillover, shielded or cut-off light fixtures will be utilized wherever feasible. (Refer to page 91 of the Draft EA)

- During final design the Arizona Department of Transportation will evaluate the feasibility of painting or adding visual elements to bridge and wall structures to reduce impacts to visual resources. (Refer to page 91 of the Draft EA)
- During final design of each construction phase, the floodplain managers *or Engineering Department* with local jurisdiction will be provided an opportunity to review and comment on the design plans. (Refer to page 93 of the Draft EA)
- All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction will be seeded using species native to the project vicinity. (Refer to page 107 of the Draft EA)

*Arizona Department of Transportation Environmental Planning Group Responsibilities*

- Prior to construction, a treatment plan will be developed and implemented to mitigate the adverse effects of the project on historic properties, as outlined in the project's programmatic agreement. (Refer to page 64)
- During final design the Arizona Department of Transportation will prepare and submit an application to the US Army Corps of Engineers for a Clean Water Act Section 404 permit. No work will occur within jurisdictional waters of the US until the appropriate Clean Water Act Section 401 certification and 404 permits are obtained. (Refer to page 97 of the Draft EA)
- During final design, the Arizona Department of Transportation will reevaluate potential project-related effects to species protected by the federal Endangered Species Act. (Refer to page 107 of the Draft EA)
- During final design, the Arizona Department of Transportation, in coordination with the Federal Highway Administration and the Arizona Department of Transportation Biologist, will consider incorporating any existing US Fish and Wildlife Service recommendations to minimize roadway project impacts to the Tucson shovel-nosed snake. (Refer to page 107 of the Draft EA)
- During the early stages of final design, the Arizona Department of Transportation will prepare a follow-up assessment (Preliminary Site Investigations - Phase I, II, and/or III) at the high-risk sites and moderate-risk sites to determine specific locations and severity of impacts to the design and construction of the project. (Refer to page 113 of the Draft EA)
- The Arizona Department of Transportation will test for asbestos prior to the start of construction activities on any structures to be demolished or modified. (Refer to page 113 of the Draft EA)
- If asbestos-containing materials are found, the Arizona Department of Transportation will contract with an asbestos consultant to provide full-time oversight for all abatement activities. (Refer to page 113 of the Draft EA)

- The Arizona Department of Transportation will test for lead-based paint prior to the start of construction activities on any painted surfaces. (Refer to page 114 of the Draft EA)

*Arizona Department of Transportation Phoenix Construction District Responsibilities:*

- Access to businesses in the project vicinity will be maintained during construction. (Refer to page 60 of the Draft EA)
- Fugitive dust generated from construction activities will be controlled in accordance with Maricopa County Rule 310 and *ADOT Standard Specifications for Road and Bridge Construction, Section 104.08* (2000 Edition), special provisions, as well as other local rules and ordinances. (Refer to page 83 of the Draft EA)
- Upon approval of the Storm Water Pollution Prevention Plan and Storm Water Monitoring Plan by the Arizona Department of Environmental Quality, the Arizona Department of Transportation will file a Notice of Intent to the Arizona Department of Environmental Quality. Upon final acceptance of the project, the Arizona Department of Transportation shall file a Notice of Termination for the project to the Arizona Department of Environmental Quality. (Refer to page 97 of the Draft EA)
- The Engineer will submit the Contractors' Arizona Pollutant Discharge Elimination System Notice of Intent and the Notice of Termination to the Environmental Coordinator. (Refer to page 98 of the Draft EA)
- If burrowing owls or active burrows are identified during the pre-construction surveys or during construction, no construction activities will take place within 100 feet of any active burrow until the owls are relocated. (Refer to page 107 of the Draft EA)
- If asbestos-containing materials are found, the Engineer will review the National Emissions Standards for Hazardous Air Pollutants notification received from the contractor. The contractor cannot start work associated with the demolition or removal of asbestos-containing materials until 10 working days have passed since the submittal of the notification to the regulatory agencies. (Refer to page 113 of the Draft EA)

*Arizona Department of Transportation Right-of-Way Group Responsibilities:*

- The Arizona Department of Transportation will perform any residential relocation in accordance with 42 U.S.C. Chapter 61 and the Real Property Acquisition Policies Act of 1970. (Refer to page 56 of the Draft EA)
- All right-of-way acquisition will be implemented by the Arizona Department of Transportation's Right-of-Way Group in accordance with 42 U.S.C. Chapter 61 and the Real Property Acquisition Policies Act of 1970. (Refer to page 60 of the Draft EA)

*Arizona Department of Transportation Roadside Development Section Responsibility:*

- Protected native plants within the project construction limits will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will determine if Arizona Department of Agriculture notification is needed. If notification is needed, the Arizona Department of Transportation Roadside Development Section will send the notification at least 60 calendar days prior to the start of construction. (Refer to page 108 of the Draft EA)

*Contractor Responsibilities:*

- Access to businesses in the project vicinity shall be maintained during construction. (Refer to page 60 of the Draft EA)
- Any trails in place at the time of construction shall be kept open at all times through the duration of the construction project. (Refer to page 69 of the Draft EA)
- Fugitive dust generated from construction activities shall be controlled in accordance with Maricopa County Rule 310 and *ADOT Standard Specifications for Road and Bridge Construction, Section 104.08* (2000 Edition), special provisions, as well as other local rules and ordinances. (Refer to page 83 of the Draft EA)
- Equipment shall be maintained on a regular basis; new equipment should be subject to new product noise emission standards. (Refer to page 88 of the Draft EA)
- Stationary equipment shall be located as far away from sensitive receivers as possible. (Refer to page 88 of the Draft EA)
- The public shall be adequately notified of construction operations; methods such as construction alert publications shall be provided to handle complaints in an expeditious manner. (Refer to page 88 of the Draft EA)
- The contractor shall obtain the most current copy of the Arizona Department of Transportation Best Management Practices for incorporation in the Storm Water Pollution Prevention Plan. (Refer to page 97 of the Draft EA)
- The contractor shall implement a Storm Water Pollution Prevention Plan with Storm Water Monitoring Plan. The contractor shall also prepare a Notice of Intent and a Notice of Termination meeting the terms and conditions of the Arizona Pollutant Discharge Elimination System general permit. (Refer to page 97 of the Draft EA)

- Upon approval of the Storm Water Pollution Prevention Plan with Storm Water Monitoring Plan by the Arizona Department of Environmental Quality, the Arizona Department of Transportation, and contractor shall each file a Notice of Intent to the Arizona Department of Environmental Quality. Upon final acceptance of the project by Arizona Department of Transportation, the Arizona Department of Transportation and the contractor shall each file a Notice of Termination for the project to the Arizona Department of Environmental Quality. The contractor shall provide copies of the completed final Storm Water Pollution Prevention Plan, Storm Water Monitoring Plan and contractor Notice of Intent and Notice of Termination to Arizona Department of Transportation. (Refer to page 98 of the Draft EA)
- The contractor shall employ a biologist to complete a pre-construction survey for burrowing owls 96 hours prior to construction in all suitable habitat that will be disturbed. The biologist shall possess a burrowing owl survey-protocol training certificate issued by the Arizona Game and Fish Department. Upon completion of the surveys, the contractor shall contact the Arizona Department of Transportation Environmental Planning Group at (602.712.7767) to provide survey results. (Refer to page 107 of the Draft EA)
- If any burrowing owls are located during preconstruction surveys or construction, the contractor shall employ a biologist holding a permit from the US Fish and Wildlife Service to relocate burrowing owls from the study area, as appropriate. (Refer to page 107 of the Draft EA)
- If burrowing owls or active burrows are identified during the pre-construction surveys or during construction, no construction activities shall take place within 100 feet of any active burrow until the owls are relocated. (Refer to page 107 of the Draft EA)
- If any Sonoran desert tortoises are encountered during construction, the contractor shall adhere to the attached Arizona Game and Fish Department's Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects (Revised October 23, 2007). (Refer to page 107 of the Draft EA)
- All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity. (Refer to page 108 of the Draft EA)
- To prevent the introduction of invasive species seeds, all construction equipment shall be washed at the contractor's storage facility prior to entering the construction site. (Refer to page 108 of the Draft EA)
- To prevent invasive species seeds from leaving the construction site, the contractor shall inspect all construction equipment and remove all attached plant/vegetation and soil/mud debris prior to allowing that equipment to leave the construction site. (Refer to page 108 of the Draft EA)

- If asbestos-containing materials are found, no activities associated with the demolition or removal of asbestos-containing materials shall be allowed to occur until the Asbestos Removal and Disposal Plan is approved by the Arizona Department of Transportation. (Refer to page 113 of the Draft EA)
- If asbestos-containing materials are found, the contractor shall complete a National Emissions Standards for Hazardous Air Pollutants notification for work associated with the demolition or removal of asbestos-containing materials and submit it to the Engineer for review. After Engineer approval, the notification shall be submitted to the Arizona Department of Transportation for a 5-working-day review and approval. Upon approval by the Arizona Department of Transportation, the contractor shall file the notification with the Maricopa County Air Quality Department at least 10 working days prior to demolition associated with the removal of asbestos-containing materials. (Refer to page 113 of the Draft EA)
- If asbestos-containing materials are found, an approved contractor shall develop and implement an Asbestos Removal and Disposal Plan for the demolition and removal of asbestos-containing materials. The plan shall be submitted to the Arizona Department of Transportation for review and approval at least 10 working days prior to implementation. The contractor shall follow all applicable local, state, and federal codes and regulations related to the treatment, handling, and disposal of asbestos. (Refer to page 113 of the Draft EA)
- If regulated amounts of asbestos are found, no demolition or removal of load-bearing concrete shall occur until the Asbestos Removal and Disposal Plan is approved and implemented. (Refer to page 113 of the Draft EA)
- If lead-based paint is found on any surfaces that will be disturbed during construction, an approved contractor shall develop and implement a lead-based paint abatement plan for the removal of the lead based paint, Toxicity Characteristic Leaching Procedure testing of the generated waste stream, and proper disposal of the waste stream derived from the removal of the lead-based paint within the project construction limits. The contractor shall follow all applicable local, state and federal codes and regulations related to the treatment and handling of lead-based paint. (Refer to page 114 of the Draft EA)
- If lead-based paint is found, the contractor shall submit a lead-based paint removal and disposal plan for the removal of lead-based paint within the project construction limits to the Engineer for review and approval at least 10 working days prior to disturbing the painted surface. (Refer to page 114 of the Draft EA)



- No disturbance of the lead-based paint shall occur until the lead-based paint abatement plan is approved by the Department Hazardous Material Coordinator and implemented. (Refer to page 114 of the Draft EA)

*Standard Specifications included as Mitigation Measures:*

- According to the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public, Subsection 05 Archaeological Features (2008 Edition), “When archaeological, historical, or paleontological features are encountered or discovered during any activity related to the construction of the project, the contractor shall stop work immediately at that location and shall take all reasonable steps to secure the preservation of those features and notify the Engineer.” The Arizona Department of Transportation Engineer will, in turn, notify the Arizona Department of Transportation Historic Preservation Team to evaluate the significance of the resources. If human remains are encountered during any phase of the project on non-federal land, all work must stop and the Engineer will contact Arizona Department of Transportation Historic Preservation Team and the Arizona State Museum. (Refer to page 63 of the Draft EA)
- According to the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 104 Scope of Work, Subsection 08 Prevention of Air and Noise Pollution (2008 Edition), “The contractor shall control, reduce, remove or prevent air pollution in all its forms, including air contaminants, in the performance of the contractor’s work.” Fugitive dust generated from construction activities shall be controlled in accordance with the Arizona Department of Transportation’s Erosion and Pollution Control Manual for Highway Design and Construction, special provisions, and local rules or ordinances. The contractor shall comply with all applicable air pollution ordinances, regulations, and orders during construction. All dust-producing surfaces shall be watered or otherwise stabilized to reduce short-term impacts associated with an increase in particulate matter attributable to construction activity. (Refer to pages 83–84 of the Draft EA)
- According to the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 104 Scope of Work, Subsection 08 Prevention of Air and Noise Pollution (2008 Edition), “The contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the work or related to the work shall be equipped with a muffler of a type recommended by the manufacturer.” (Refer to page 88 of the Draft EA)

- According to the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 104 Scope of Work, Subsection 09 Prevention of Landscape Defacement; Protection of Streams, Lakes, and Reservoirs (2008 Edition), “The contractor shall take sufficient precautions, considering various conditions, to prevent pollution of streams, lakes, and reservoirs with fuels, oils, bitumens, calcium chloride, fresh Portland cement, fresh Portland cement concrete, raw sewage, muddy water, chemicals or other harmful materials. None of these materials shall be discharged into any channels leading to such streams, lakes or reservoirs.” (Refer to page 98 of the Draft EA)
- According to the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 104 Scope of Work, Subsection 09 Prevention of Landscape Defacement; Protection of Streams, Lakes, and Reservoirs (2008 Edition), “The contractor shall give special attention to the effect of its operations upon the landscape and shall take special care to maintain natural surroundings undamaged.” (Refer to page 98 of the Draft EA)
- According to Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public, Subsection 07 Sanitary, Health, and Safety Provisions (2008 Edition), “During construction operations, should material be encountered which the contractor believes to be hazardous or contaminated, the contractor shall immediately do the following: a) Stop work and remove workers within the contaminated area... b) Barricade the area and provide traffic control... and c) Notify the [Arizona Department of Transportation] Engineer.” The Arizona Department of Transportation Engineer will arrange for proper assessment, treatment, or disposal of those materials. Such locations will be investigated and proper action implemented prior to the continuation of work in that location. (Refer to page 114 of the Draft EA)

### 3. Errata from the Draft Environmental Assessment

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This section contains changes to the Draft EA that resulted from public and agency comments. The changes are presented below with references to the page numbers and, where applicable, the paragraphs where they occurred in the Draft EA in brackets. Draft EA text deletions are shown as strikethrough text (~~strikethrough~~), while additions are shown in blue italics (*italics*). Where applicable, the entire paragraph from the Draft EA has been included to provide the context for the changes.

Some universal changes to the Draft EA text were made and are not shown in these errata. References to “Preferred Alternative” are now “Selected Alternative.” References to “would” with regard to the Selected Alternative are now “will.” References to “proposed project” or “proposed improvements” are now “project” or “improvements.”

#### 2. Project Purpose and Need

##### A. Need for the Proposed Project

##### Population and Employment Growth

[page 11 of the Draft EA, Table 2-1]

Table 2-1 provides a useful summary of recent population growth statistics for communities that are within or nearby the EA project vicinity.

**TABLE 2-1. RECENT POPULATION GROWTH OF THE EA PROJECT VICINITY**

<b>Jurisdiction</b>	<b>2000 Population</b>	<b>2009 Estimated Population</b>	<b>Growth</b>	<b>Annual Growth Rate</b>
<i>Apache Junction</i>	<i>31,814</i>	<i>37,588</i>	<i>18.1%</i>	<i>1.8%</i>
<b>Gilbert</b>	109,697	217,521	95.8%	9.6%
<b>Mesa</b>	396,375	461,102	16.0%	1.6%
<b>Queen Creek</b>	4,316	24,926	452.1%	45.2%

Source: Arizona Department of Commerce 2010

In the last 10-year period, population growth has varied depending on location. This is reflected by higher growth rates for incorporated jurisdictions that encompass more undeveloped land or land that is easily converted from farmland to residential. In recent years, the City of Mesa *and City of Apache Junction* ~~has~~ *have* experienced less growth than the towns of Gilbert and Queen Creek because ~~it is more established with~~ *those communities encompass* less land available for development.

## 2. Project Purpose and Need

### B. Conformity with Regulations, Land Use Plans, and Other Plans

[page 21 of the Draft EA, bulleted list following the fourth paragraph]

An east-west urban freeway or similar controlled-access roadway connecting the Santan Freeway to Meridian Road, or in some cases extending beyond the Maricopa-Pinal county line to Ironwood Road, has been adopted in the following transportation and land use plans:

- *2025 Mesa Transportation Plan* (City of Mesa 2002a)
- *Regional Transportation Plan 2010 Update* (MAG 2010a)
- *Williams Gateway Freeway Preferred Alignment: Final Report* (MAG 2006a)
- *Arizona Long-Range Transportation Plan (MoveAZ)* (ADOT 2004)
- *Queen Creek Small Area Transportation Study* (Town of Queen Creek 2007)
- *Airport Master Plan for Phoenix-Mesa Gateway Airport, Mesa, Arizona: Final Report* (P-MGAA 2009)
- *Apache Junction 2010 General Plan (City of Apache Junction 2010)*
- *City of Apache Junction Small Area Transportation Study: Final Report (City of Apache Junction 2004)*

## 3. Alternatives

### A. Alternatives Considered But Eliminated From Further Study

#### Alternative A-1

[page 25 of the Draft EA, second paragraph]

After the evaluation process was completed, only slight differences separated A-1 and A-2. Alternative A-1 would provide the desired access to local streets, had minimal social and environmental impact when compared to Alternative A-2, but due to its 0.25-mile separation from the Williams Field Road alignment, was less compatible with the planned City of Mesa street grid system. Based upon input from the City of Mesa, Pinal County, the ~~Town~~ *City* of Apache Junction, the Town of Florence, the Arizona State Land Department (ASLD), the Central Arizona Water Conservation District (CAWCD), as well as over 100 public comments received at two public meetings, the public and agencies did not favor Alternative A-1.

### 3. Alternatives

#### C. General Project Schedule and Funding

[pages 33 and 34 of the Draft EA, Table 3-1 and preceding paragraph]

The Arizona Transportation Board has *previously* approved funding in the ~~current ADOT Tentative Five-Year Transportation Facilities Construction Program (2011–2015)~~ (ADOT 2010) in FY 2010 to begin the final design and R/W acquisition for the segment of SR 802 between SR 202L and Ellsworth Road. Construction funding for this project is ~~currently~~ *had been* included in the RTP Freeway Program in FY 2016. However, *in December 2010*, the City of Mesa is ~~evaluating the possibility of advancing~~ *entered into an intergovernmental agreement with MAG and ADOT to advance* the construction to as ~~early as~~ FY 2012 with local funds that would be reimbursed with federal funds in future years. The funding identified in the ~~MAG Arterial Life Cycle Program (MAG 2010b)~~ *Regional Transportation Plan 2010 Update* includes a total project budget of ~~\$203,300,000~~ *\$205,200,000* (in RTP Freeway Program Phases [FPP] 2–4) for the segment of SR 802 between SR 202L and Ellsworth Road (~~MAG 2010b~~) (*MAG 2010a*). The extension of SR 802 from Ellsworth Road to Meridian Road is identified in the RTP FPP in Phase 5 (FY 2026–2031) with a total project budget of \$259,500,000. The segment of SR 802 from Meridian Road to Ironwood Road is located within Pinal County and is currently unfunded.

TABLE 3-1. SUMMARY OF ESTIMATED CAPITAL COSTS OF ~~PREFERRED~~ *SELECTED* ALTERNATIVE.

Construction Phase	Construction <sup>1</sup>	Right-of-Way	Design	Total Costs
<i>Preferred Selected Alternative costs in 2010 dollars</i>				
<b>Phase 1</b>	135,513,000	50,800,000	9,045,000	195,350,000
<b>Phase 2</b>	209,603,000	51,255,000	13,925,000	274,783,000
<b>Phase 3</b>	28,818,000	13,600,000	1,769,000	44,187,000
<b>Total</b>	373,934,000	115,655,000	24,739,000	514,320,000
<i>Preferred Selected Alternative Costs in estimated year-of-expenditure (YOE) dollars</i>				
<b>Phase 1 (2014–2016)</b>	160,239,000	56,621,000	10,081,000	226,941,000
<b>Phase 2 (2026–2028)</b>	353,371,000	83,894,000	22,129,000	459,394,000
<b>Phase 3 (unfunded construction period has not been programmed)</b>	—	—	—	—
<sup>1</sup> Construction costs include contingencies				

#### **4. Affected Environment and Environmental Impacts**

##### **A. Land Ownership, Jurisdiction, and Land Use**

###### **Jurisdiction and Land Ownership**

[page 37 of the Draft EA, third paragraph]

Jurisdiction refers to the political entities that have legal authority over a given geographic area. The project construction limits are divided between Maricopa and Pinal counties, and partially falls within the incorporated boundaries of the Town of Gilbert and City of Mesa. Jurisdictions outside the project construction limits, but in the surrounding vicinity, include the ~~towns~~ *Town* of Queen Creek and *City of* Apache Junction (Figure 1–3).

#### **4. Affected Environment and Environmental Impacts**

##### **A. Land Ownership, Jurisdiction, and Land Use**

###### **Existing Land Use**

###### **Trails**

[page 42 of the Draft EA, first paragraph]

One multi-use trail crosses the project construction limits. The Gilbert Central Trail, which is adjacent to the western portion of the project construction limits (Figure 4–5 on page 65). *As part of an action independent to the Selected Alternative, the City of Mesa has proposed an extension of the trail between the Maricopa Floodway and Hawes Road and intends to incorporate the extension of this trail into an update of their Bicycle Master Plan.*

#### **4. Affected Environment and Environmental Impacts**

##### **A. Land Ownership, Jurisdiction, and Land Use**

###### **Zoning**

[page 42 of the Draft EA, last paragraph]

Land within the project construction limits is mostly zoned for agricultural or industrial uses. Large portions of the project construction limits outside incorporated boundaries are not currently part of a zoning plan. Within the study area and surrounding vicinity, most areas are part of a comprehensive zoning policy and plan associated with the Town of Gilbert, City of Mesa, Town of Queen Creek, and the ~~Town~~ *City* of Apache Junction.

#### **4. Affected Environment and Environmental Impacts**

##### **A. Land Ownership, Jurisdiction, and Land Use**

###### **Planned Uses**

[page 44 of the Draft EA, Figure 4-3]

Note: the following two figures represent Figure 4-3 from the Draft EA followed by the revised Figure 4-3 that has been changed to reflect recent data from the City of Apache Junction *General Plan*. Changes to Figure 4-3 were precipitated by comments received from the City of Apache Junction Planning Department during the public comment period (refer to Appendices C and D).

Figure 4-3 as presented in the Draft EA; the City of Apache Junction requested the planned land uses depicted within their corporate boundary and area of planning influence in Pinal County be revised to reflect data from the City's *General Plan* published in 2010 and voter-approved in 2011.

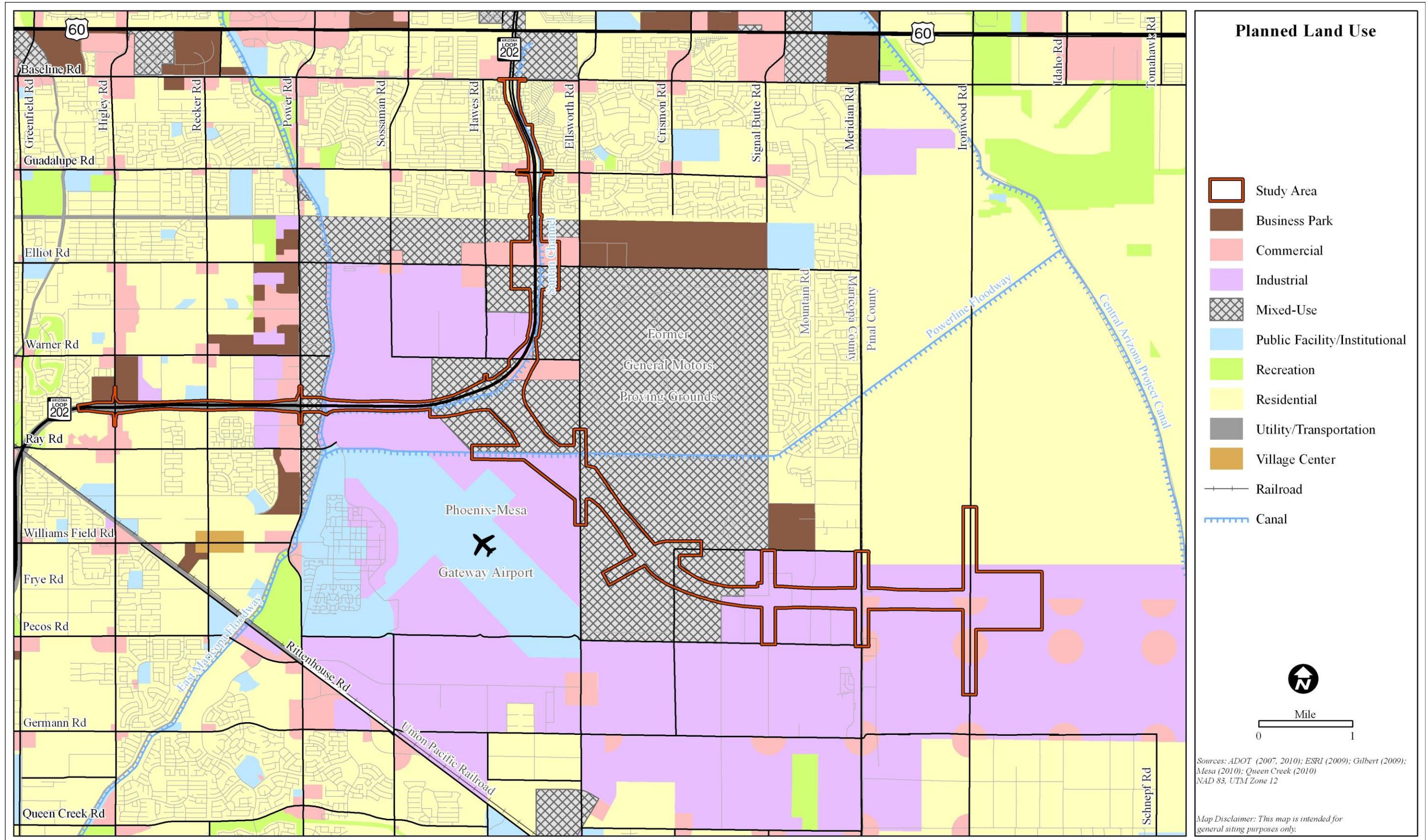
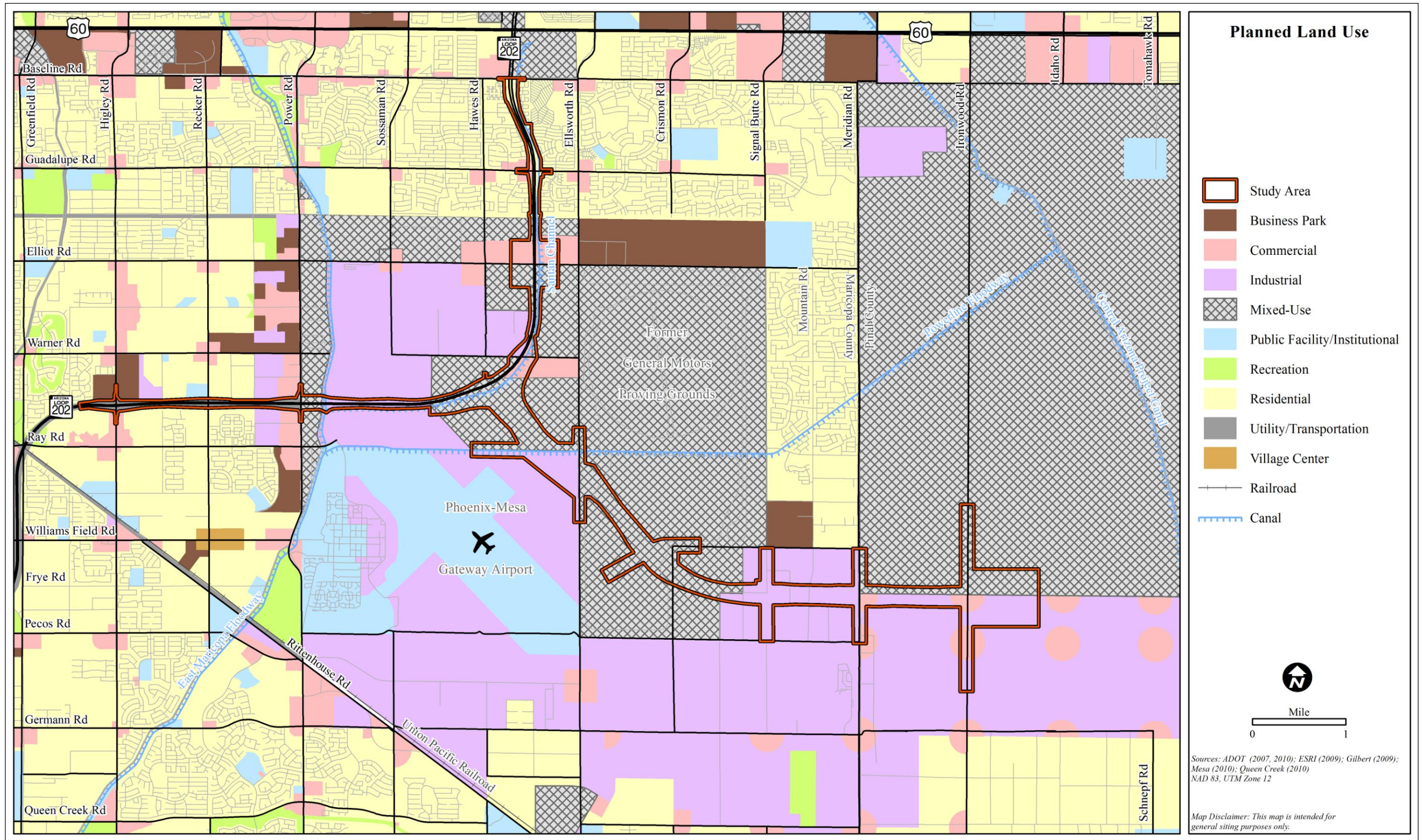




Figure 4-3 revised to show updated future land use planning in accordance with the City of Apache Junction's *General Plan* published in 2010 and voter-approved in 2011.



#### 4. Affected Environment and Environmental Impacts

##### A. Land Ownership, Jurisdiction, and Land Use

###### Plans, Policies, and Zones that Affect the Analysis Area

[page 45 of the Draft EA, second paragraph]

The City of Mesa also has been involved with master planning and redevelopment efforts for the former GM Proving Grounds with the private developers. ~~However, planning for the redevelopment of this site has not progressed beyond the conceptual stage, and specific plans have not been incorporated into the City of Mesa's planning documents.~~ *Master plans and approved development agreements for this site are available through the City of Mesa's website at <http://www.mesaaz.gov/bettermesa/provinggrounds.aspx>.* Generally, the concept for the former GM Proving Grounds is a mixed-use development comprised of mostly homes, but also includes employment and commercial centers and public facilities such as parks and open space, and schools.

#### 4. Affected Environment and Environmental Impacts

##### C. Social Environment

###### Existing Conditions

###### Population Growth

[page 49 of the Draft EA, Table 4-1]

Maricopa and Pinal counties encompass some of the fastest growing metropolitan areas in the US (US Census Bureau 2008 and Arizona Department of Commerce 2010). Communities surrounding the study area have experienced this population growth as well (Table 4-1).

TABLE 4-1. POPULATION

Area	2000 Population	2009 Population	Growth
Maricopa County	3,072,149	3,987,942	29.8%
Pinal County	179,727	350,558	95.1%
<i>Apache Junction</i>	<i>31,814</i>	<i>37,588</i>	<i>18.1%</i>
Queen Creek	4,316	23,827	452.1%
Mesa	396,375	459,682	16.0%
Gilbert	109,697	214,820	95.8%

Source: Arizona Department of Commerce 2010

## 4. Affected Environment and Environmental Impacts

### F. Section 4(f) Resources

#### Existing Conditions and Environmental Consequences

##### Preferred Alternative

[pages 64 and 67 of the Draft EA, bulleted list following the second paragraph]

There is one existing recreational pathway and one significant historic site within the study area. There are no existing public parks, recreation areas, or wildlife and waterfowl refuges, within the study area. Several planned trail alignments transect the study area. The following Section 4(f)-protected properties (Figure 4–5) are included in this analysis:

- Gilbert Central Trail (*existing segment*)
- *Gilbert Central Trail (proposed segment)*
- RWCD Canal (Roosevelt Canal)
- Planned trails in Maricopa and Pinal counties

##### ~~Preferred~~ *Selected* Alternative

***Gilbert Central Trail (existing segment)***. The Town of Gilbert recently constructed a paved recreation pathway within the ADOT R/W along the south side of the SR 202L from just east of Higley Road to Power Road. This trail is identified in the Town of Gilbert’s Parks, Open Space, Trails, and Recreation Plan (Town of Gilbert 2010a).

- Direct Use – The ~~Preferred~~ *Selected* Alternative would not require use of land because no adjustments or changes in the alignment of the highway or the trail would be required. The ~~Preferred~~ *Selected* Alternative would not require the relocation of any amenities or features along the pathway or substantially impair the continuity of the trail.
- Constructive Use – Future traffic noise levels resulting from the ~~Preferred~~ *Selected* Alternative would increase by 0–3 decibel (dB) and would be lower than 64 dBA. There would be no changes to landscaping or the setting along the pathway, and the ~~Preferred~~ *Selected* Alternative would not diminish the pathway’s aesthetic values. Access to this pathway would remain the same as under current conditions, both during and after construction.
- Measures to Minimize Harm – The ~~Preferred~~ *Selected* Alternative would not result in direct or constructive use of the pathway, and no measures to minimize harm would be required.

***Gilbert Central Trail (proposed segment)***. *As part of an action independent to the Selected Alternative, the City of Mesa has proposed an extension of the trail between the Maricopa Floodway and Hawes Road and intends to incorporate the extension of this trail into an update of their Bicycle Master Plan. The incorporation of this trail extension into published planning documents by the City of Mesa did not*

*occur prior to the date-of-public knowledge for the Selected Alternative. Therefore, the implementation of the Selected Alternative will not result in direct or constructive uses of the proposed trail segment and no measures to minimize harm are needed.*

#### **4. Affected Environment and Environmental Impacts**

##### **K. Drainage and Floodplain Considerations**

###### **Existing Conditions**

[pages 92 and 93 of the Draft EA, paragraph broken across pages]

The majority of the project construction limits is classified as Zones B and X, which are areas of moderate flood hazard and are between a 100-year flood event and a 500-year flood event. No flood hazard analysis has been conducted for a majority of the *former* GM Proving Grounds.

#### **4. Affected Environment and Environmental Impacts**

##### **K. Drainage and Floodplain Considerations**

###### **Mitigation Measures**

[page 93 of the Draft EA, bulleted item]

- During final design of each construction phase, the floodplain managers *or Engineering Department* with local jurisdiction will be provided an opportunity to review and comment on the design plans.

#### **4. Affected Environment and Environmental Impacts**

##### **L. Section 404/401 of Clean Water Act and Pollutant Discharge Elimination System**

###### **Existing Conditions**

[page 95 of the Draft EA, last paragraph]

A preliminary JD ~~has been~~ *was* submitted to the Corps for the project segment between the SR 202L and the Ellsworth Road alignment *and approved by the Corps on November 16, 2010*. ~~Approval of this preliminary JD is pending Corps review of the submitted maps and documents.~~ Due to the anticipated construction schedule and the dynamic nature of waters of the US, a formal preliminary JD was not completed for the project east of Ellsworth Road.

#### **4. Affected Environment and Environmental Impacts**

##### **L. Section 404/401 of Clean Water Act and Pollutant Discharge Elimination System**

###### **Environmental Consequences**

###### **Preferred Alternative**

[page 97 of the Draft EA, first full paragraph]

Additional disturbance to waters of the US would occur in subsequent phases. A JD for the remaining phases would be required during each phase's final design, to determine the limits of the Corps' jurisdiction, and to accurately calculate the project impacts to waters of the US. However, available data from site reconnaissance visits and existing jurisdictional delineations were used to evaluate potential impacts to waters of the US east of Ellsworth Road for the purposes of this document. It is estimated that the ~~Preferred~~ *Selected* Alternative would impact four JDs *jurisdictional drainages* and cause a cumulative total of 2.821 acre of impacts to waters of the US with 2.766 acres of permanent impact due to new structures and truncation of drainages and 0.055 acre of temporary impact due to ancillary construction activities. Impacts to waters of the US would exceed the 0.50-acre threshold for Nationwide Permit 14 at one drainage crossing. However, the appropriate Section 404 permitting requirements would be determined during the final design phase. If during the final design phase, the affected drainages east of Ellsworth Road are deemed jurisdictional, the subsequent phases of the project would likely require an individual Section 404 permit from the Corps along with an individual Section 401 water quality certification from ADEQ.

#### **4. Affected Environment and Environmental Impacts**

##### **M. Biological Resources**

###### **Existing Conditions**

###### **Vegetation and Wildlife**

[page 99 of the Draft EA, third paragraph]

Table 4-15 lists the land cover types present in the study area. Not included in these totals is a 0.1-acre isolated pocket of riparian vegetation just east of Ellsworth Road and adjacent to the Powerline Floodway. This pocket includes less than five Goodding's willows (*Salix gooddingii*) and some remnants of cattails (*Typha* sp.) that have been dead for the past several years. This area may have been established and fed by runoff from the *former* GM Proving Grounds.

#### **4. Affected Environment and Environmental Impacts**

##### **P. Cumulative Impacts**

[page 117 of the Draft EA, first and second bulleted lists]

##### **Past Actions/Completed Projects**

This section describes existing conditions of the applicable environmental resources and considerations that exist from some of the past actions or projects completed since 2000:

- Construction of the SR 202L Santan Freeway segment
- Closure of the GM Proving Grounds testing facility
- Construction of the Ellsworth Channel
- *Construction/realignment of Ray Road, Sossaman Road to Ellsworth Road*
- *Construction of the SR 202L Hawes Road TI and connection of Hawes Road to Ray Road*

##### **On-Going/Present Actions**

Within the study area, on-going or present actions that have a cumulative impact on the Preferred Alternative include:

- ~~Construction/realignment of Ray Road, currently under construction by the City of Mesa~~
- *None*

##### **References**

[page 125 of the Draft EA]

*Apache Junction, City of, 2010. Apache Junction 2010 General Plan.*

\_\_\_\_\_. 2004. *City of Apache Junction Small Area Transportation Study: Final Report. Prepared by Kirkham Michael Consulting Engineers, Phoenix.*

*This page has been intentionally left blank*

## **Appendix A: List of Stakeholder Agencies Contacted During the Public Comment Period**

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**Recipients of Draft EA Copies 09/14/2010**

<b>First_Name</b>	<b>Last_Name</b>	<b>Position</b>	<b>Company</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Postal_Code</b>
Dan	Cleavenger	Transportation Department Director	City of Mesa	P.O. Box 1466	Mesa	AZ	85211-1466
John	Wesley, AICP	Planning Director	City of Mesa	P.O. Box 1466	Mesa	AZ	85211-1466
Alan	Sanderson	Traffic Engineer	City of Mesa	P.O. Box 1466	Mesa	AZ	85211-1466
Mark	Venti	Senior Transportation Engineer	City of Mesa	P.O. Box 1466	Mesa	AZ	85211-1466
Walter	Fix	Operations Director	Williams Gateway Airport/City of Mesa	P.O. Box 1466	Mesa	AZ	85211-1466
Tom	Condit	Development Services Director/Town Engineer	Town of Queen Creek	22358 S. Ellsworth Road	Queen Creek	AZ	85142-9311
John	Kross	Town Manager	Town of Queen Creek	22350 S. Ellsworth Rd.	Queen Creek	AZ	85142-9311
David E.	Fern	Public Works Director	City of Apache Junction	575 E. Baseline Ave.	Apache Junction	AZ	85119
Giao	Pham	City Engineer	City of Apache Junction	300 E. Superstition Blvd.	Apache Junction	AZ	85119-2825
Michelle	Green		Arizona State Land Department	1616 W. Adams St.	Phoenix	AZ	85007-2614
Timothy	Phillips, P.E.	Chief Engineer and General Manager	Flood Control District of Maricopa County	2801 W. Durango	Phoenix	AZ	85009-6356
Lynn	Kusy	Executive Director	Williams Gateway Airport	5835 S. Sossaman Rd.	Mesa	AZ	85212-6014
Bill	Leister	Director of Transportation	Central Arizona Association of Governments	1075 S. Idaho Rd., Ste. #300	Apache Junction	AZ	85219-6406
Roger	Herzog	Senior Project Manager	Maricopa Association of Governments	302 N. 1 <sup>st</sup> Ave., Ste. #300	Phoenix	AZ	85003-1500
Greg	Stanley	Public Works Director	Pinal County	P.O. Box 727	Florence	AZ	85232-0727
Andy	Smith	Transportation Planner	Pinal County	P.O. Box 727	Florence	AZ	85232-0727

**Recipients of Notices of Draft EA availability for Review and Comment 09/14/2010**

<b>Title</b>	<b>First_Name</b>	<b>Last_Name</b>	<b>Position</b>	<b>Company</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Postal_Code</b>
Mr.	Christopher	Brady	City Manager	City of Mesa	P.O. Box 1466	Mesa	AZ	85211-1466
Ms.	Misty	Wells	Executive Assistant to the Mayor	City of Mesa	P.O. Box 1466	Mesa	AZ	85211-1466
Mr.	Jack	Friedline	Deputy City Manager - Transportation	City of Mesa	P.O. Box 1466	Mesa	AZ	85211-1466
Ms.	Beth	Huning	City Engineer	City of Mesa	P.O. Box 1466	Mesa	AZ	85211-6627
Mr.	Marc	Ahlstrom		City of Mesa	P.O. Box 1466	Mesa	AZ	85211-1466
Ms.	Wendy	Kaserman	Intergovernmental Liaison	Town of Queen Creek	22350 S. Ellsworth Rd.	Queen Creek	AZ	85142-9311
Mr.	Dennis	Dixon	Building & Safety Manager	City of Apache Junction	300 E. Superstition Blvd.	Apache Junction	AZ	85119-2825
Mr.	Brad	Steinke	Development Services Director	City of Apache Junction	300 E. Superstition Blvd.	Apache Junction	AZ	85119-2825
Mr.	George	Hoffman	City Manager	City of Apache Junction	300 E. Superstition Blvd.	Apache Junction	AZ	85119-2825
Ms.	Maria	Baier	State Land Commissioner	Arizona State Land Department	1616 W. Adams St.	Phoenix	AZ	85007-2614
Ms.	Lillian	Moodey	Manager Engineering Section	Arizona State Land Department	1616 W. Adams St.	Phoenix	AZ	85007-2614
Mr.	Afshia	Ahouraiyan	Project Manager	Flood Control District of Maricopa County	2801 W. Durango	Phoenix	AZ	85009-6356
Mr.	Dennis	Smith	Executive Director	Maricopa Association of Governments	302 N. 1 <sup>st</sup> Ave., Ste. #300	Phoenix	AZ	85003-1500
Mr.	Bob	Hazlett	Hazlett	Maricopa Association of Governments	302 N. 1 <sup>st</sup> Ave., Ste. #300	Phoenix	AZ	85003-1500
Mr.	Tim	Strow	Transportation Planner	Maricopa Association of Governments	302 N. 1 <sup>st</sup> Ave., Ste. #300	Phoenix	AZ	85003-1500
Mr.	Bryan	Martyn	District 2 Supervisor	Pinal County	P.O. Box 827	Florence	AZ	85232-0827
Mr.	Benjamin H.	Grumbles	Director	Arizona Department of Environmental Quality	1110 W. Washington St.	Phoenix	AZ	85007-2955
Major General	Hugo	Salazar	Adjutant General	Arizona National Guard	5636 E. McDowell Rd.	Phoenix	AZ	85008-3495
Mr.	Bob	Maldonado	Engineer	SRP Power Distribution	P.O. Box 52025, MS XCT 341	Phoenix	AZ	85072-2025
Ms.	Marrian	Ward	Engineer	SRP Power	P.O. Box 52025, XCT 314	Phoenix	AZ	85072-2025
Mr.	Mike	Sabatini	Planning Division Manager	Maricopa County Department of Transportation	2901 W. Durango	Phoenix	AZ	85009-6357
Mr.	Kenny	Harris	Public Works Director	Maricopa County Department of Transportation	2901 W. Durango	Phoenix	AZ	85009-6357
Ms.	Denise	Lacey	Senior Planner	Maricopa County Department of Transportation	2901 W. Durango	Phoenix	AZ	85009-6357
Mr.	Rod	Lucas	Regional Supervisor	Arizona Game and Fish Department, Region VI	7200 E. University	Mesa	AZ	85207-6502
Mr.	Gary	Ijams		Central Arizona Water Conservation District	P.O. Box 43020	Phoenix	AZ	85080-3020
Mr.	Steve	Spangle	Field Supervisor	USFWS Arizona Ecological Services Field Office	2321 W. Royal Palm Rd., Ste. #103	Phoenix	AZ	85021-4915
Ms.	Debra	Bills	Assistant Field Supervisor for Central Arizona	USFWS Arizona Ecological Services Field Office	2321 W. Royal Palm Rd., Ste. #103	Phoenix	AZ	85021-4915
Mr.	Collin	Dewitt	Town Manager	Town of Gilbert	50 E. Civic Center Dr.	Gilbert	AZ	85296-3463
Mr.	Lonnie	Frost	Public Works Director	Town of Gilbert	900 E. Juniper Ave	Gilbert	AZ	85234-4714
Mr.	Himanshu	Patel	Town Manager	Town of Florence	P.O. Box 2670	Florence	AZ	85232-2670
Mr.	Herb	Guenther	Director	Arizona Department of Water Resources	3550 N. Central Ave.	Phoenix	AZ	85012-2105
Mr.	Roger	Vanderpool	Director	Arizona Department of Public Safety	P.O. Box 6638	Phoenix	AZ	85706-5816
Mr.	Randy	Chandler	Acting Area Manager	Bureau of Reclamation, Phoenix Area Office	6150 W. Thunderbird Rd.	Glendale	AZ	85306-4001
Mr.	John	Holt	Environmental Manager, Desert Southwest Region	Western Area Power Administration	P.O. Box 6457	Phoenix	AZ	85005-6457
Ms.	Audrey	Colletti	Regional Manager, Desert Southwest Region	Western Area Power Administration	P.O. Box 6457	Phoenix	AZ	85005-6457
Mr.	David R.	Smith	County Manager	Maricopa County	301 W. Jefferson St., 10th Floor	Phoenix	AZ	85003-2148

Cooperation Agency Recipients of Draft EA copeis 09/14/2010

Title	First_Name	Last_Name	Position	Company	Address	City	State	Postal_Code
Ms.	Sallie	McGuire	Section Chief	Arizona Section, Regulatory Branch, US Army Corps of Engineers	3636 N. Central Avenue, Ste. # 900	Phoenix	AZ	85012-1939
Mr.	Brian	Armstrong	Manager, Los Angeles Airports District Office	Federal Aviation Administration	P.O. Box 92007	Los Angeles	CA	90009-2007



## **Appendix B: SR 802 Public Hearing Round 5 Public Involvement Report**

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# SR 802 Public Hearing

Loop 202 to Ironwood Road  
802 MA 999 H6867 01L, NH-802-A(AUG)

**Round Five Public Involvement Report**

December 2010 Draft





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## **INTRODUCTION**

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), as joint lead agencies, initiated a Design Concept Report (DCR) and Environmental Study for the proposed SR 802 in Maricopa and Pinal Counties.

The proposed freeway corridor would begin in Maricopa County connecting to the Loop 202 (Santan Freeway) near the Phoenix-Mesa Gateway Airport at the west end, then heading southeast between the airport and the former General Motors proving grounds before heading eastward into Pinal County through the undeveloped Arizona State Trust Lands, to potentially link up with US 60 or SR 79. The SR 802 study area lies within or adjacent to the jurisdictional boundaries of the cities of Mesa and Apache Junction, the towns of Queen Creek and Gilbert, and unincorporated portions of Maricopa and Pinal Counties.

The ADOT mission is to provide a proactive and effective process to communicate with and serve the local area residents within the SR 802 study area, as well as the people of Arizona. Four previous rounds of public involvement activities have been held in April 2007, May 2008, December 2008 and in December 2009.

In the fall of 2009, ADOT and FHWA jointly decided to proceed with the study of SR 802 from Loop 202 to Ironwood Road while suspending the portion of the study that extends from Ironwood Road east into Pinal County to allow for another regional ADOT study, the North-South Corridor, to advance. In the time since, the Study Team prepared a draft Environmental Assessment per the requirements of the National Environmental Policy Act and a Design Concept Report. The Study Team returned to the public in November 2010 to host a Public Hearing to provide information about the recommended alternative for SR 802 from Loop 202 to Ironwood Road, its potential environmental impacts, and to receive public comments on the draft Environmental Assessment.

In preparation for the SR 802 Public Hearing the Study Team provided the following communication: over 18,000 mailers were distributed to residents and property owners within the study area and those in the Study database; an eNotification sent to the project database on October 26 and November 2 (1,383 emails); and, placement of advertisements in Zones 12, 15 and 16 of the Arizona Republic on October 23, November 3 and November 6.

The Public Hearing was held at the Queen Creek Branch Library and began as an open house with participants reviewing displays and asking ADOT and their consulting team questions. A brief presentation was provided followed by a question and answer session and a formal comment period where participants could provide up to 3 minutes of feedback. Participants could also provide comment privately to a court reporter at the Public Hearing or by leaving a comment sheet. Comments on the draft Environmental

Assessment and recommended alignment were accepted via mail, phone, fax and e-mail through December 15, 2010.

Overall, comments received supported the recommended alignment of SR 802, Loop 202 to Ironwood Road, many strongly encouraging the advancement of funding for design and construction of the full SR 802 facility.

## **PUBLIC HEARING SUMMARY**

Meeting: Public Hearing  
Date: November 9, 2010; 6 to 8 pm  
Location: Queen Creek Branch Library; Queen Creek, Arizona

### **Participants: (71)**

Marc Ahlstrom; Edward Amador; Yvonne Amador; Travis Ashbaugh; Wayne Balmer; Ronald Bertram; Kevin Boesch; Stuart Boggs; Russ Brandt; Mary M. Brooks; Ken Buchanan; Mike Chase; Pamela Chhit; Andy Clarks; Heather Clarks; Tom Condit; Paul Cooper; Duane Dana; Paul Dickman; Kay Lynn Duarte; Rick Duarte; Scottee Eisenhart; Tami Frank; J. Galindo; Lonna Gardi; Sherri Glenn; Mary Gloria; Bob Hartman; Hager Hay; Mary Hazelett; John Hurley; Kenneth Ivey; Linda Ivey; Chase Kamp; Thomas Krukow; Georganna Lagen; Doug LaMont; Stephen Lentz; John Maher; Cheryl Maichl; Ed Main; Chet Maleski; Jeffrey Martin; Auguste Megri; Gary Melita; Adam Mendoza; Chet Monh; Russ Moore; Brent Moser; Carol Mulford; Kent Norcross; Don Pearl; Giao Pham; James Poggemeyer; Tarran Salpeter; Andy Smith; Tiffany Sqrague; Bill Stevenson; Kevin Stumpff; Steven Stumpff; Mike Sutton; Bill Thompson; Mark Thompson; Jimmy Tonthat; Don Walker; Robert Warbington; E. Weech; Teresa Whitt; Nichelle Williams; Dolly Winkelman; and Louis Winkelmann

### **Staff Present:**

*Julian Avila, ADOT; Brent Anderson, ADOT; Brock Barnhart, ADOT; Rodney Bragg, AECOM; Charles Burm, AECOM; Ken Davis, Federal Highway Administration; Tom Deitering, Federal Highway Administration; Curt Dunham, Partners for Strategic Action, Inc.; Mary Frye, Federal Highway Administration; Fred Garcia, ADOT; Alan Hansen, Federal Highway Administration; Sintra Hoffman, ADOT; Greg Jacoby, AECOM; Larry Langer, ADOT; Annette Riley, ADOT; Nicole Roden, KDA Creative; Joe Schildmyer, AECOM; Michael Shirley, AZTEC; Doug Smith, AECOM; Rebecca Swiecki, ADOT; Timothy Tait, ADOT; Audra Koester Thomas, Partners for Strategic Action, Inc.; Paul Waung, Premier Engineering; Berwyn Wilbrink, Jacobs Engineering; Nancy Wilcox, ADOT; Steve Wilcox, AECOM*

**Subject:** SR 802

### **Summary:**

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, the Project Team will proceed with the project based on the information outlined in these meeting summary notes.

### **Welcome and Meeting Purpose**

Julian Avila with the Arizona Department of Transportation (ADOT) Communications and Community Partnerships (CCP) welcomed everyone and thanked them for participating. He emphasized that the purpose of the Public Hearing was present the

recommended alternative for SR 802 from Loop 202 to Ironwood Road, its potential environmental impacts, and to receive comments. Julian mentioned that this meeting was the fifth round of public involvement events for the study process.

Julian introduced Annette Riley, Senior Project Manager, who reviewed other ADOT studies ongoing in and around the SR 802 study area and provided a brief history of the project. Annette continued, outlining the No-Build Alternative and the characteristics of the recommended alignment for SR 802 from Loop 202 to Ironwood Road. After presenting the recommended alignment, Annette reviewed the National Environmental Policy Act, the various environmental impacts associated with the project, and concluded reviewing the design and construction timeline anticipated for the project.

Julian thanked Annette for her presentation and indicated that the Study Team would take questions participants had regarding the project. Julian requested participants write questions on blue question cards distributed, stressing the need to capture all questions and comments using the instruments provided so that all would become part of the Environmental Assessment.

## **QUESTION AND ANSWER SESSION:**

**Q: Benefits appear to be marginal until the SR 802 reaches Meridian and Ironwood [roads]. Can a temporary highway be installed?**

A: Once we get through the environmental process, and we've selected the corridor, we receive the federal action that clears us environmentally for the corridor. That does hold opportunities for different publication strategies. Obviously, that depends on funding being able to come forward so we can do things like acquire the right-of-way, do some design, things of that nature. Until we get to the point where funding is identified to extend the highway east of Ellsworth Road, a lot of those studies wouldn't occur. But certainly something that could be looked at, if requested by local agencies or funding would come forward, to build some sort of an interim improvement.

**Q: First of all, thank you ADOT for working hard to create jobs in this tough economy for Arizona. What is the estimated cost for design and construction for each of the phases of the project?**

A: The Phase I project that builds an interim connection between the 202 and Ellsworth Road, the total estimated cost at this point in time, is about 195 million dollars. That includes final design, right-of-way and construction. So that's a total cost figure that we would be looking at. For the section from Ellsworth to Meridian, the total cost is estimated to be about 275 million dollars. And the segment to Pinal County between Meridian Road and Ellsworth Road is approximately 42 million dollars.

Now, I'll mention that the segment between Meridian and Ellsworth is unfunded. That's primarily because that's outside of Maricopa County. People that voted for Proposition 400 back in 2004-2005, voted for the sales tax increase [to fund]

transportation in Maricopa County. Unfortunately, that segment is outside of Maricopa County. So funding would have to be provided from Pinal County or other funding sources that have to be identified. So there is a distinction of that last mile and a half versus the balance of the project.

**Q: Has the Williams Field Air Base superfund site been accounted for in the EIS?**

A: Just a quick correction on that. It's not an EIS, it's an EA. There is a difference there. But, yes, the segment between Ellsworth and the 202, we have done 17 Phase I's on those, on that section so far. And all the impacts have been accounted for and documented.

**Q: Funding dates? Will land be purchased prior to these dates? When will land be purchased?**

A: Well, as mentioned, for Phase I, what we're calling from 202 to Ellsworth, we do have agreements in place with the City of Mesa and MAG and ADOT into advancing some of the right-of-way dollars, so we can go ahead and do advanced purchase of that segment. For the rest of the segments, I do not have dates. All of the dollars are lumped into 2026 to 2030. So at this point in time I do not have an answer for that.

**Q: What is the likelihood of funding getting advanced?**

A: Well, as mentioned, for Phase I, we have already worked on advancing the right-of-way and the final design dollars. We're in the process of working with, again, City of Mesa and MAG to advance the construction dollars.

**Q: Will completion of construction be completed ahead of the current schedule?**

A: It's likely. But it all depends on that agreement.

**Q: If so [completing construction ahead of current schedule], what date would you give?**

A: If this agreement goes into place, then we can start construction for Phase I. Again, from 202 to Ellsworth. Those dollars will be available to us in 2012.

**Q: What is the status of the agreement between Mesa and ADOT to complete the segment to Ellsworth Road?**

A: We're working toward advancing the construction dollars to 2012.

**Q: Was is the possibility of accelerating construction of the freeway from Ellsworth [road] to Meridian [road]?**

A: Again, the funding is in 2026 to 2030. So at this point time, I do not have an answer.

**Q: What considerations have been given to the mass transit options as an alternative to new roads? This road will only provide temporary relief**

**and will soon be just as congested as the rest. How will that be accommodated in the future?**

A: Well, as it relates to transit, looking over the long term, with a reasonable transportation plan, most of the mass transit technologies that have been identified are express bus and bus rapid transit that would use HOV lanes on the freeway facilities. That is the plan and program, and still is the regional transportation planned program for the Santan Freeway throughout the length of the corridor. In fact, all of the freeway systems that are existing today implement HOV lanes. And over time, Valley Metro would implement their express bus and bus rapid transit program to use those HOV lanes. That is what is expected in this area of the Valley, as well. I think there are express buses that are planned in the future for future for Phoenix-Mesa Gateway Airport as park-and-ride with those facilities branching off of there. In addition, we're planning for a future HOV lane, directional ramp connections and lanes on the 802 Freeway as well.

Let me step over to the map, just briefly. The whole length of the corridor on 802 is being planned with an open median similar to one like the 202 Santan Freeway is today. Where that future median would be paved for the future HOV lane to support multiple out-routes for vehicle use and also bus-rapid transit express bus. In addition, the freeway-to-freeway interchange is planned and being designed to support a future HOV ramp that would connect between the 802 to the 202 to and from the west, matching the direction of the bus rapid transit and the regional transportation plan program.

**Q: What are the population growth expectations during the period from 2010 to 2030?**

A: Using figures from the Maricopa Association of Governments, which is a local metropolitan planning organization, in 2010, it's expected to be about 3.2 million people. And about 2025-2030, it's right now expected to be about 6.1 million.

**Q: Beyond Ironwood, has a plan been established to extend further? Since Phase I to II will not be ready until approximately 2026, will it be another 20 years to extend further?**

A: Well, if you'll remember the slide that we showed about the regional study area, the US 60 realignment and also the extension of the 802 into Pinal County, all of those outside of Maricopa County, those projects are not funded right now. So there's no funding that's been identified. Since Phase II will not be ready until approximately 2026, maybe, we don't know. It will depend on the priorities for the State on which areas have been prioritized, which projects. So we cannot project at this point in time.

**Q: Is this the SR 802 or 24 Freeway? Is there a difference?**

A: It's a freeway that's going to connect from 202 to Ironwood. When we kicked off this study, we had a planning number that was designated by MAG and

ADOT. ADOT used the designation 802. At this point in time, the Transportation Board and MAG have taken actions to rename it to 24. So officially, after this public hearing, and after the environmental document has been closed out [we will rename it to SR 24]. We kept this name [SR 802] as everybody has been familiar with this number. So this is a study number, kind of like a placeholder that we've been using. So now it has been adopted that it will be 24. So at some point in time in the future, we will give it an official renaming.

**Q: Why would ADOT do a patchwork build around Gold Canyon rather than an extension of the 802 corridor? It could possibly be a highway rather than a freeway to minimize the cost going across Pinal County to Highway 79, 60 or Florence Junction.**

A: So the question is basically asking rather than building this realignment around the Gold Canyon area, why can't we get something on the ground going straight to Florence Junction. To the question: The assumption is that the US 60 Highway today doesn't need to be a freeway; that the predominant movement needs to be the highway first. The challenge that we have is, regionally, there's so much traffic on US 60 (that's the highway that goes to the predominant movement of east and west). With all the traffic signals that are on that highway, we have several accidents creating several safety issues and we are trying to resolve those safety issues. Granted, we want to get all these systems built as quickly as we can. The purpose and need, if you will, for this highway [US 60], it still carries a significant volume of traffic. It has accidents, and we still have to improve it. So all these facilities we're trying to improve. Until we get the rest of the improvements worked out, it's really difficult for us to make an informed decision as to which route and where those routes should be located. So rather than taking a guess, we're waiting until all those studies move forward. And that's why we're keeping the funding for the other US 60 improvements.

**Q: If funding is set through Meridian [Road], why would you not buy the land now?**

A: The funding is set. But in 2026, 2030, those funds are in the books, but not available to ADOT right now. So when the funding becomes available in those fiscal years, yes, we would be looking at acquiring, right-of-way in conjunction with final design and preliminary design and so on.

At the completion of the question and answer session, Julian invited participants to provide up to 3 minutes of feedback. The following comments were provided:

**COMMENTS:**

- I'm Steve Stump. I live in Sun Lakes, Arizona. I'm a part owner in a corporation that owns a piece of land here. I know it's your policy to do it this way, but as I've told several people here that are speaking, you know, I think this procedure is wrong, in that you can tie somebody's land up as long as you do. I think



ADOT should change that procedure. And I've told you that personally. And now I'm telling you that at a public meeting. Thank you.

- [My name is] Bill Thompson, Mesa, Arizona. And it is a case where the [previous] question [or comment] was more related to the shift of funding from an accommodation era of building a highway that doesn't currently exist, portion, and rather than putting those funds there, why not put the funds where it will take relief off from that and solve a big portion of the problem that you're building a move-around. So I don't think we got a full answer to what the question was. Is there a possibility that we can get a better answer on that? This is taking the funds that could possibly be used for 802 and moving that forward, rather than taking the funds and doing an accommodation here, that rebuilding another highway [US 60].
- My name is Christian Lewis. I live in Queen Creek, Arizona. I've grown up here all my life. I understand this area and I understand the 60. What I don't understand is, is exactly what this gentleman was saying. It's taking those funds -- that highway [US 60]. I understand there's a lot of accidents. I drove that every day for almost four years going to high school. I used to live out in that area. I understand it's a hazard. But at the same time, taking relief off of the 60 would be to put funding into building a -- to be able to get it done, a lot of the trucks would actually stop going to them. Because they're on their way to Phoenix. 60 is the only way into Phoenix through Mesa and everywhere else. And to be able to take the 802 to get around the 202 South and into Phoenix, it would relieve traffic. My real point is, why don't they do that?
- My name is Sally Wrinkleman and I live in Gold Canyon. And I'd like to follow up on the previous comments regarding Highway 60. From my understanding, the design for this bypass on Highway 60 has been completed and there is no funds at this time to take it any further. Approximately 15 years ago, the association that I was involved with, Adobe, in Gold Canyon asked for this bypass. Now that you're talking the 202 that's there, which was not 15 years ago, that flows into the 101, which was not there 15 years ago, we don't understand why you don't follow taking Highway 60 onto this route of 802, up to the 202. Now, we came from Highway 60 on the 202 down to Elliott, took just two minutes. So the main thrust for the bypass was to keep the trucks moving. But the trucks really don't want to go that way, they want to go onto the 202, the 60, the 202 North, the 202 South. They really want to go into the Valley. They don't want to come through Gold Canyon. And to spend any more time on a bypass, when we really need it from Florence Junction into the airport perhaps, but it needs to go to the 202. So, once again, we're saying forget the bypass on the 60. Thank you.
- I'm John Hurley. I'm from Santan Valley. That's my address. I don't have a question about the 60, believe it or not. I do have a question about money. I've been watching the news lately and know that there was like 787 billion dollars in some lockbox someplace in Washington, D.C. That was being used for quote/unquote shovel-ready projects and infrastructure. Well, this certainly looks like an infrastructure project to me. And I would like to know if you guys can get any money out of Washington, D.C., maybe you can build both of these

things. So the question I have is, as best I can see, the thing that's funded, which is great, it's totally supported, extends access to the 202, about a mile south on Ellsworth, where you're currently getting Elliot. And the unfunded portions won't be ready, or who knows what, for another 10, 15, 100, 800 years from now. And to me, if they gave you some money out of Washington, D.C., I think you build the intended purpose of it, which is I'm sure to go further east than Ellsworth. So my question, can you get any more money out of Washington?

## **ADJOURN:**

In response to previous questions and comments, Julian took the time to provide background on the Regional Transportation Planning Process for Maricopa County. Also in response to a question regarding federal funding, Ken Davis, Federal Highway Administration, provided some background on federal stimulus funding. Julian concluded the formal Public Hearing by reminding participants that comments and feedback on the draft Environmental Assessment were requested on or before December 15, 2010.

The open house continued after the presentation until 8:00 p.m.

## **COMMENT SUBMITTED AT PUBLIC HEARING:**

### **Comment Forms:**

- Please speed up the time frame for completion of the 802. Please encourage Pinal County to work to complete roads east of Ironwood so that it can handle the traffic. Encourage Pinal County to build an east bound road from Ironwood to Hwy 79/60 to ease traffic flow. Encourage Pinal County to begin paving the \_\_\_ streets between Ironwood & Meridian road north & south of the fwy allignment. Build the extension of the 802 from Ironwood to Hwy 79 or 60 rather than wasting money on a Gold Canyon build around on Hwy 60. By combining the funds the extension of the 802 could be significantly accelerated in Pinal County. Also it would be a safer hwy corridor and evacuation route. lonna.garai@mchsi.com
- On behalf of Pinal County I [Andy Smith Senior Transportation Planner Pinal County] would like to have the following entered into the record regarding the SR 802 – L202 to Ironwood Road Environmental Assessment. According to statements on page 33 Section C. of the Draft EA “General Project Schedule and Funding” Phases 1 and 2 are all that will be considered until funding can be identified from Meridian to Ironwood roads. Pinal County believes this to be unacceptable based on:
  1. The limited improvements to Meridian road; (lack of connectivity north/south)
  2. The ADOT Purpose and Need document states; “A controlled-access high-speed transportation facility that connects the Santan Freeway with Ironwood Road would serve as and important link”.

3. And, given the north-south connectivity of Ironwood Road (US 60 Hunt hwy) connection of the SR 802 would be the most logical “interim” terminus for the freeway.

Pinal County welcomes any opportunity to discuss these concerns with other stakeholders and ADOT staff. Thank you for allowing Pinal County to provide input on a project that is vital to the future of transportation in the Sun Corridor.

**Comments to court reporter:**

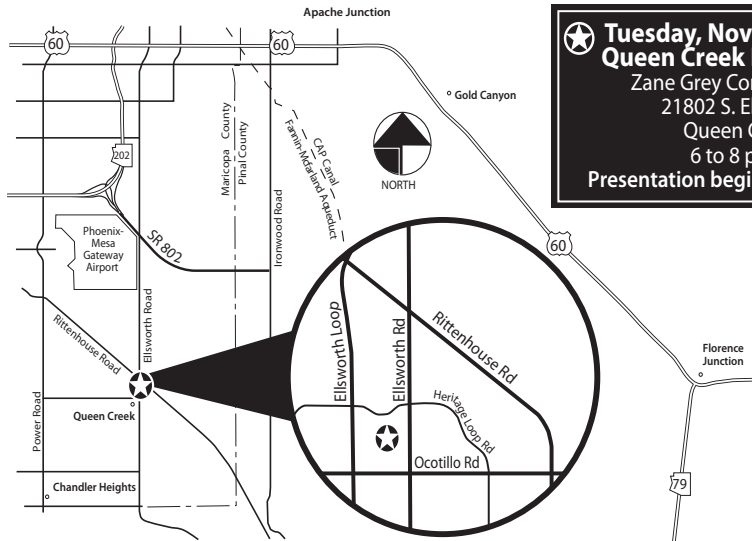
- Dr. John Maher, Apache Junction, slash, Pinal County. The projection for the 802 has to stop at Ironwood Road right now. The present plan to stop at Ironwood Road. It would be nice if the 802 could stop at Florence Junction now. Because the traffic jams on Ironwood Road are just crazy, and this will just make it worse. So if the 802 could continue all the way to Florence Junction immediately, it could prevent a lot of traffic problems, especially from Ironwood Road.
- Jose Galindo, and I live in Queen Creek. Well, I think I wanted to speak for the residents of Queen Creek. A basic daily problem is to get out of here. We get out of here in two routes, which is Ellsworth and Ironwood. That's it. And the communities are the San Tan Valley, Queen Creek, Johnson Ranch, Anthem, which is huge. Those two roads take all the traffic south. With the present configuration of the 202 where the 802 joins, we were looking for that route to be south of the airport. Because that route would have to cut the majority of the traffic out. This 802 configuration finally helps relieve that traffic. Obviously it does it horribly late, to 2030. The majority of the people in the room are going to be dead by then. So just the conflict. I just wanted to put that. And I understand budget problems and appropriation of the money is a problem, but I just wanted to say that it does not relieve the problem of traffic and a way to get out of here now, as we should have it.
- Tiffany Sprague, Phoenix. My comment is that ADOT really needs to start focusing on alternatives to new roads. I understand the desire for this road and the need for it, but I don't think it provides long-term relief. It's just going to be as congested as all the roads in the Phoenix Metropolitan area. And I am sure there are plans to widen it in the future, but, again, that's only temporary relief. It took me an hour and a half to get here today from Central Phoenix. I decided to take US 60 because it has been widened over the last several years. But even though it's six lanes in each direction, it's still stop-and-go the whole entire way. And this road is very soon going to become just like that. ADOT needs to do some long-term plans, but address the short-term relief.



ARIZONA DEPARTMENT OF TRANSPORTATION  
and FEDERAL HIGHWAY ADMINISTRATION

# PUBLIC HEARING

SR 802, Loop 202 (Santan Freeway) to Ironwood Road



Project website: [www.ValleyFreeways.com](http://www.ValleyFreeways.com)

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For more information regarding the Public Hearing or to submit comments please contact the Public Involvement and Partnering Outreach Team: by mail at 206 S. 17th Avenue, Mail Drop 118A, Phoenix, AZ 85007; by e-mail at [valleyfreeways@azdot.gov](mailto:valleyfreeways@azdot.gov); or by phone at (480) 422-5362. Comments received by **December 15, 2010** will be part of the project record.

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the Public Involvement and Partnering Outreach Team at (480) 422-5362 or e-mail at [valleyfreeways@azdot.gov](mailto:valleyfreeways@azdot.gov). Requests should be made as early as possible to allow time to arrange the accommodation. This notice is available in alternative formats by contacting the Public Involvement and Partnering Outreach Team.

Este documento está disponible en español llamando al (480) 422-5362.

Copies of the draft Environmental Assessment (EA) are available for review at the following locations:

**Queen Creek Branch Library**  
21802 S. Ellsworth Rd.  
Queen Creek, AZ  
(602) 652-3000

**Southeast Regional Library**  
775 N. Greenfield Rd.  
Gilbert, AZ  
(602) 652-3000

The draft EA is also available at: [www.adotenvironmental.com](http://www.adotenvironmental.com)

## Your Input is Needed

**JULIE KLIEWER**  
Phoenix District Engineer  
ADOT

**ANNETTE RILEY**  
Senior Project Manager  
ADOT

**FLOYD ROEHRICH, JR.**  
State Engineer  
ADOT

102310, 110310, 110610

This notice is available at [www.adotenvironmental.com](http://www.adotenvironmental.com)

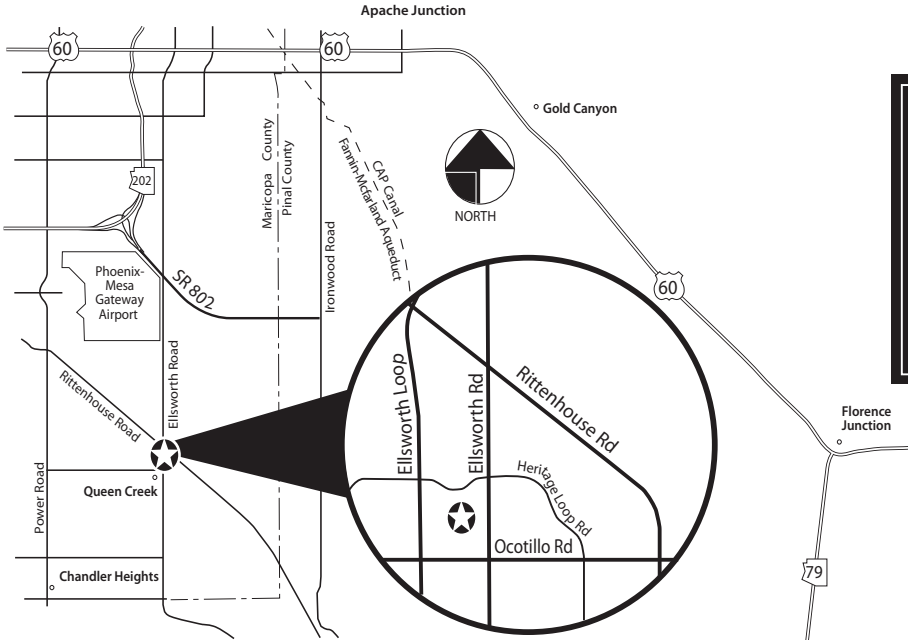
ADOT Project No.: 802 MA 999 H6867 01L Federal ID No. NH-802-A(AUG)



# State Route 802 Public Hearing

## Loop 202 (Santan Freeway) to Ironwood Road

802 MA 999 H6867 01L NH-802-A(AUG)



*Please join us!*



**Tuesday, November 9, 2010**  
**Queen Creek Branch Library**

Zane Grey Conference Room  
21802 S. Ellsworth Rd.  
Queen Creek, AZ  
6 to 8 p.m. MST

**Presentation begins at 6:30 p.m. MST**

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### Provide Feedback

As part of the National Environmental Policy Act, agencies and the public are invited to comment on the recommended alignment. If you would like to comment, you may:

- Attend the November 9 Public Hearing and provide comments in writing or to a court reporter
- Mail, e-mail, phone or fax comments **prior to December 15, 2010** to:

#### Public Involvement and Partnering Outreach Team

206 S. 17th Ave., Mail Drop 118A

Phoenix, AZ 85007

E-mail: [valleyfreeways@azdot.gov](mailto:valleyfreeways@azdot.gov)

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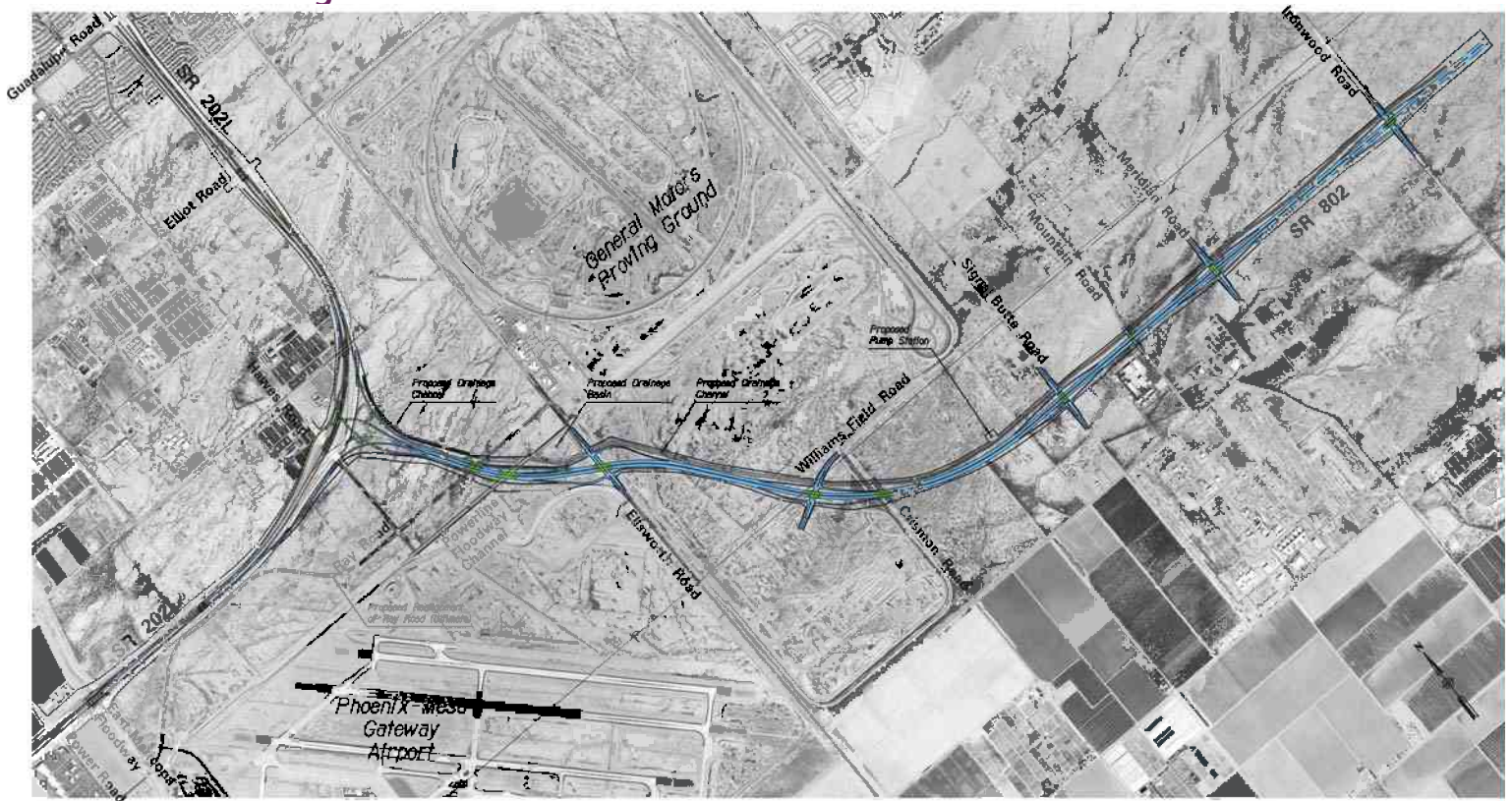
775 N. Greenfield Rd.

Gilbert, AZ

(602) 652-3000

The draft EA is also available at: [www.azdotenvironmental.com](http://www.azdotenvironmental.com)

## Recommended Alignment



## Project History

The transportation planning process to determine potential future corridors and facility improvements begins well before design and construction begins. Area population growth, future land use, jurisdictional responsibilities, and other factors are used to determine the need, feasibility, and general location of future transportation facility improvements.

**2003-2006:** In 2003, the Southeast Maricopa/Northern Pinal County Area Transportation Study established that demand existed for a high-capacity facility and identified potential corridors. In 2006, MAG completed the Williams Gateway Freeway Alignment and Environmental Overview Study for the Maricopa County portion of this high-capacity facility while ADOT completed the Williams Gateway Corridor Definition Study for the Pinal County portion.

**2006:** ADOT, along with FHWA, initiated Design Concept Reports and an Environmental Study for the proposed SR 802, which would provide an east-west transportation corridor to serve the projected build-out of eastern Maricopa County and northern Pinal County.

**2007:** In April, ADOT held two public scoping meetings to introduce the proposed project, receive feedback on the general concept, and solicit recommendations on where improvements should be considered within the study area.

**2008:** In May, ADOT returned to the public, holding two open houses to receive feedback on four initial corridors. These were one- to five-mile-wide corridors from which future alignments would be considered. Using the feedback, the study team provided alignment concepts for public consideration and feedback in December.

**2009:** ADOT and FHWA separated SR 802 into two studies: Loop 202 to Ironwood Road in Maricopa County and Pinal County. ADOT hosted two public open houses to receive feedback on the preliminarily preferred alternative for SR 802, Loop 202 to Ironwood Road.

## Anticipated Project Schedule

**2011:** Completion of the Design Concept Report and Environmental Assessment (EA)  
Final design of SR 802, Loop 202 to Ellsworth Road

**2016:** Construction of SR 802, Loop 202 to Ellsworth Road

**2026-2030:** Design and construction of SR 802, Ellsworth Road to Meridian Road

**Unfunded:** Design and construction of SR 802, Meridian Road to Ironwood Road

**From:** Arizona Department of Transportation [sr802@cox.net]

**Sent:** Tuesday, October 26, 2010 10:36 AM

**To:** audrapsainc@cox.net

**Subject:** ADOT Update: SR 802 Public Hearing

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## State Route 802

Loop 202 (Santan Freeway) to Ironwood Road

Design Concept Study & Environmental Assessment

802 MA 999 H6867 01L

NH-802-A(AUG)

## Public Hearing - You're invited!

Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) have scheduled a Public Hearing for SR 802 on:

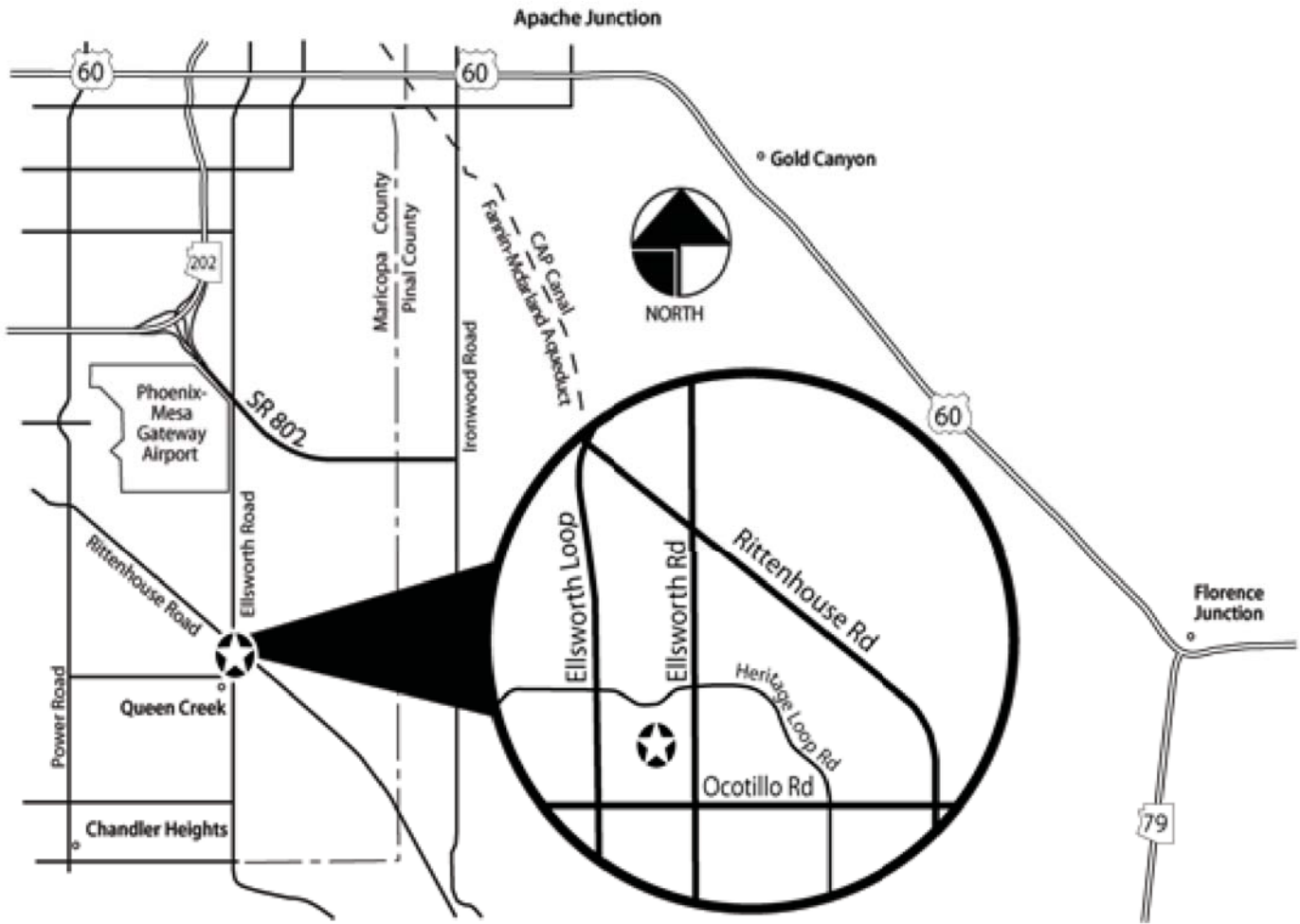
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Queen Creek, AZ  
6 to 8 p.m.

**Presentation begins at 6:30 p.m.**

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*December 2009 SR 802 public open house at ASU Polytechnic*

## Learn More

For more information about the SR 802 study, [visit the project website](#) or contact the project team:

### **Public Involvement and Partnering Outreach Team**

206 S. 17th Ave., Mail Drop 118A

Phoenix, AZ 85007

Phone/Fax: (480) 422-5362

[Email Public Involvement and Partnering Outreach Team](#)

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ADOT | 206 S. 17th Ave. | Phoenix | AZ | 85007

**From:** Arizona Department of Transportation [sr802@cox.net]

**Sent:** Tuesday, November 02, 2010 8:50 AM

**To:** audrapsainc@cox.net

**Subject:** ADOT Reminder: SR 802 Public Hearing

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## State Route 802

Loop 202 (Santan Freeway) to Ironwood Road

Design Concept Study & Environmental Assessment

802 MA 999 H6867 01L

NH-802-A(AUG)

## Public Hearing *Reminder*

Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) have scheduled a Public Hearing for SR 802 on:

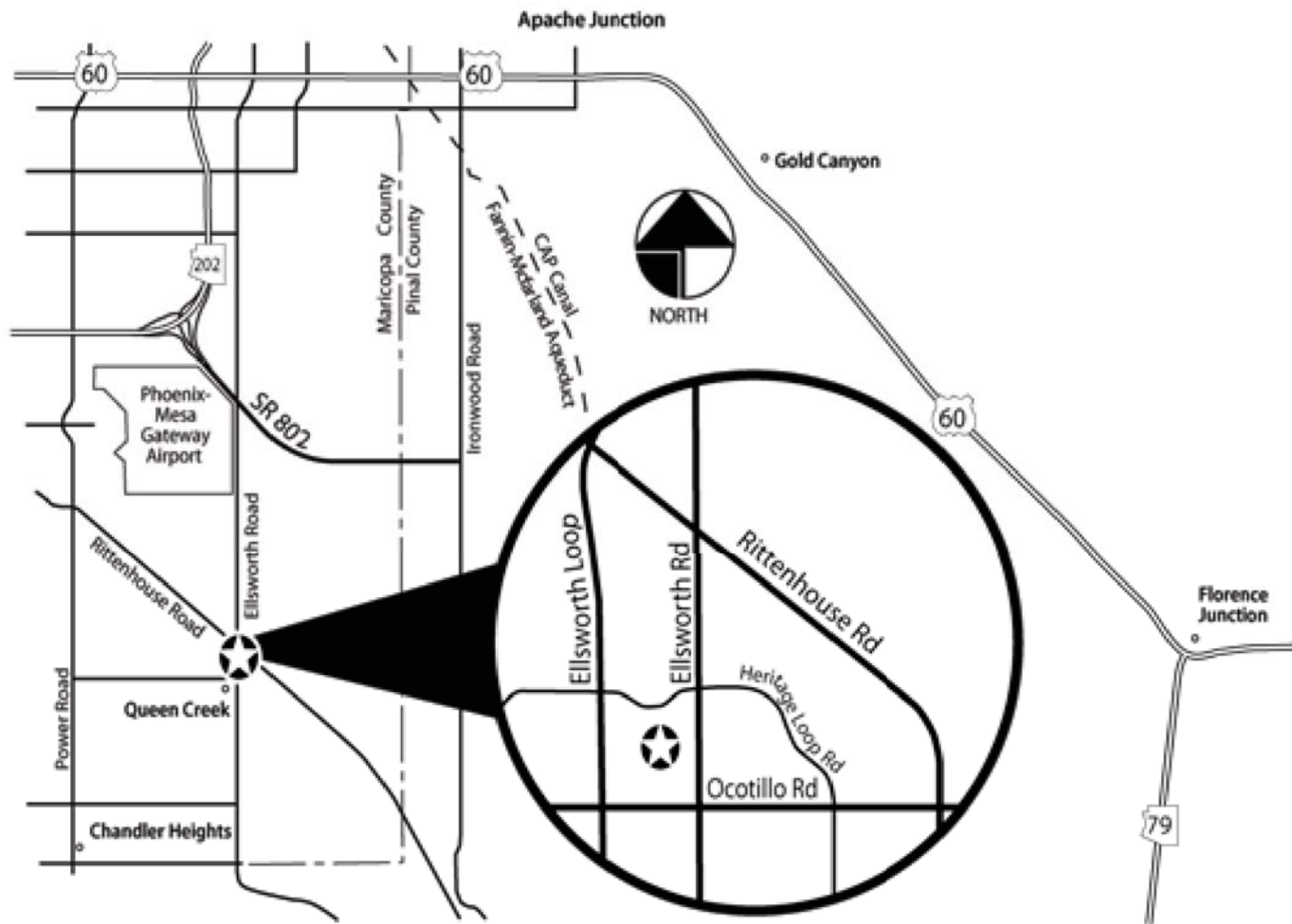
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For more information regarding the Public Hearing or to submit comments please contact the Public Involvement and Partnering Outreach Team: by mail at 206 S. 17th Ave., Mail Drop 118A, Phoenix, AZ 85007; by e-mail at [valleyfreeways@azdot.gov](mailto:valleyfreeways@azdot.gov); or by phone at (480) 422-5362. Comments received by **December 15, 2010** will be part of the project record.

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the Public Involvement and Partnering Outreach Team at (480) 422-5362. Requests should be made as early as possible to allow time to arrange the accommodation. This notice is available in alternative formats by contacting the Public Involvement and Partnering Outreach Team.

Este documento esta disponible en espanol llamando al (480) 422-5362.

## Copies of the draft EA are available for review at the following locations:

### Queen Creek Branch Library

21802 S. Ellsworth Rd.

Queen Creek, AZ  
(602) 652-3000

### Southeast Regional Library

775 N. Greenfield Rd.

Gilbert, AZ  
(602) 652-3000

The draft EA is also available online by [clicking here](#).

---

## Project History

The transportation planning process to determine potential future corridors and facility improvements begins well before design and construction begins. Area population growth, future land use, jurisdictional responsibilities, and other factors are used to determine the need, feasibility, and general location of future transportation facility improvements.

**2003-2006:** In 2003, the Southeast Maricopa/Northern Pinal County Area Transportation Study established that demand existed for a high-capacity facility and identified potential corridors. In 2006, MAG completed the Williams Gateway Freeway Alignment and Environmental Overview Study for the Maricopa County portion of this high-capacity facility while ADOT completed the Williams Gateway Corridor Definition Study for the Pinal County portion.

**2006:** ADOT, along with FHWA, initiated Design Concept Reports and an Environmental Study for the proposed SR 802, which would provide an east-west transportation corridor to serve the projected build-out of eastern Maricopa County and northern Pinal County.

**2007:** In April, ADOT held two public scoping meetings to introduce the proposed project, receive feedback on the general concept, and solicit recommendations on where improvements should be considered within the study area.

**2008:** In May, ADOT returned to the public, holding two open houses to receive feedback on four initial corridors. These were one- to five-mile-wide corridors from which future

alignments would be considered. Using the feedback, the study team provided alignment concepts for public consideration and feedback in December.

**2009:** ADOT and FHWA separated SR 802 into two studies: Loop 202 to Ironwood Road in Maricopa County and Pinal County. ADOT hosted two public open houses to receive feedback on the preliminarily preferred alternative for SR 802, Loop 202 to Ironwood Road.



**December 2009 SR 802 public open house at ASU Polytechnic**

## Learn More

For more information about the SR 802 study, [visit the project website](#) or contact the project team:

### **Public Involvement and Partnering Outreach Team**

206 S. 17th Ave., Mail Drop 118A

Phoenix, AZ 85007

Phone/Fax: (480) 422-5362

[Email Public Involvement and Partnering Outreach Team](#)

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**SR 802**  
Loop 202 to Ironwood Road


Design Concept Report  
& Environmental Study

**Public Hearing**



Public Hearing  
November 9, 2010



**Tonight's Agenda:  
SR 802 Public Hearing**



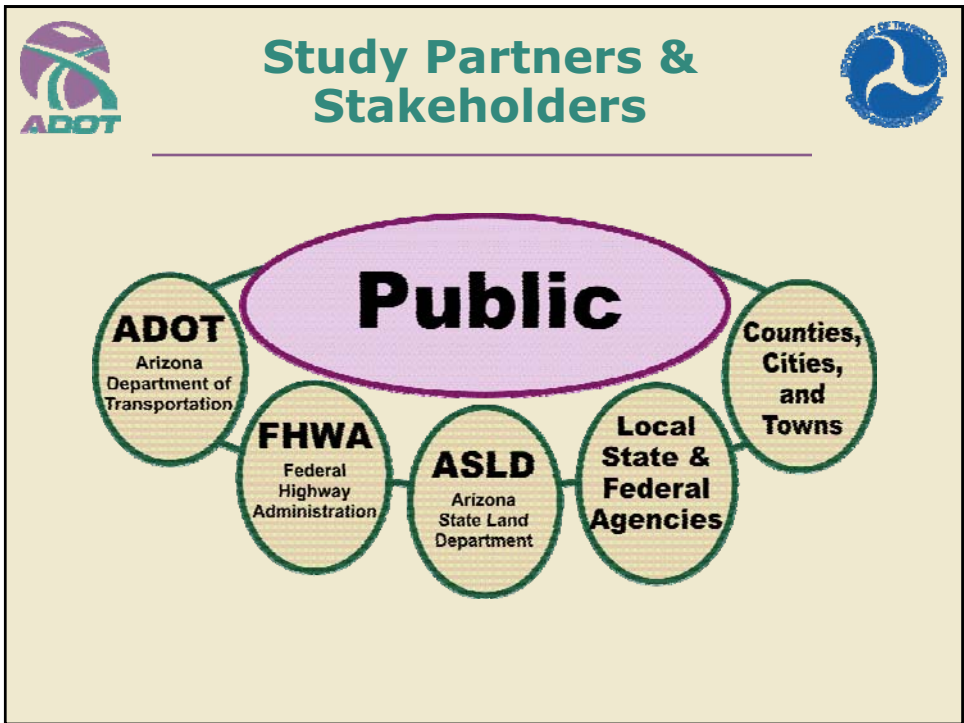
- Present recommended alternative for SR 802, Loop 202 to Ironwood Road, and its potential environmental impacts
- Conduct question and answer session (use **blue cards** to write down your questions!)
- Receive your comments



## Tonight's Presenters

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- **Julian Avila**  
ADOT Community Relations Project Manager
- **Annette Riley, PE**  
ADOT Senior Project Manager







## ADOT's Commitment

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- Work closely with community members, businesses, and public officials
- Involve the public in the decision-making process
- Continue information and involvement throughout design and construction




## Opportunities to Comment on SR 802


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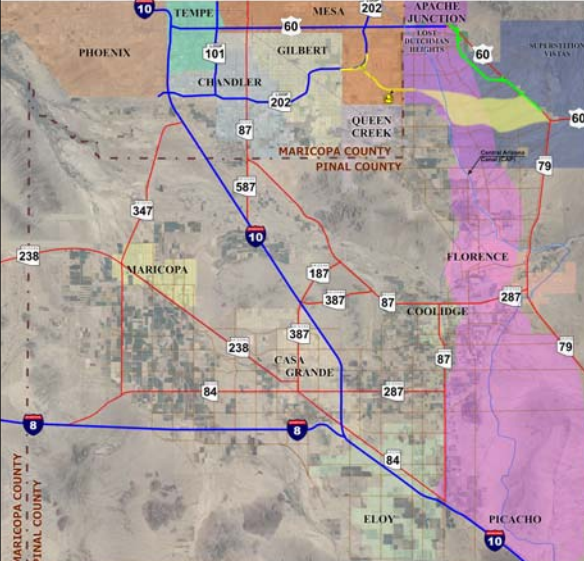


- Provide up to three minutes of comment after the question and answer session
- Meet with a court reporter
- Turn in a comment form prior to leaving tonight
- Mail, e-mail or phone comments **prior to December 15, 2010** to:  
Public Involvement and Partnering Outreach Team  
206 S. 17th Ave., Mail Drop 118A  
Phoenix, AZ 85007  
E-mail: [valleyfreeways@azdot.gov](mailto:valleyfreeways@azdot.gov)  
Phone: (480) 422-5362




## Concurrent East Valley Studies






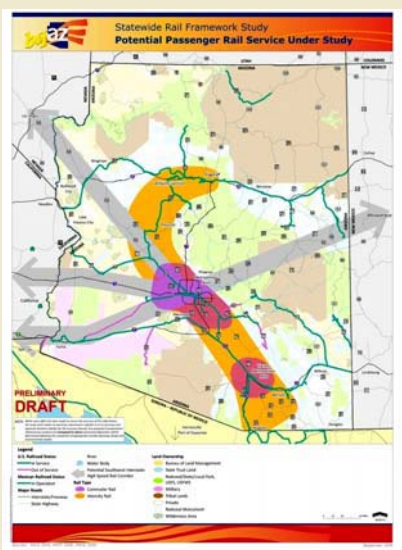
- US 60 Alignment
- SR 802
- North-South Corridor

*Team members from US 60 Alignment and North-South Corridor are available after the SR 802 question and answer period.*



## Concurrent East Valley Studies





### Arizona's Road to Rail

- BqAZ Rail Framework Study
- State Rail Plan
  - Daily Amtrak Service
  - Phoenix-Tucson Intercity Passenger Rail



## SR 802 Study Goal



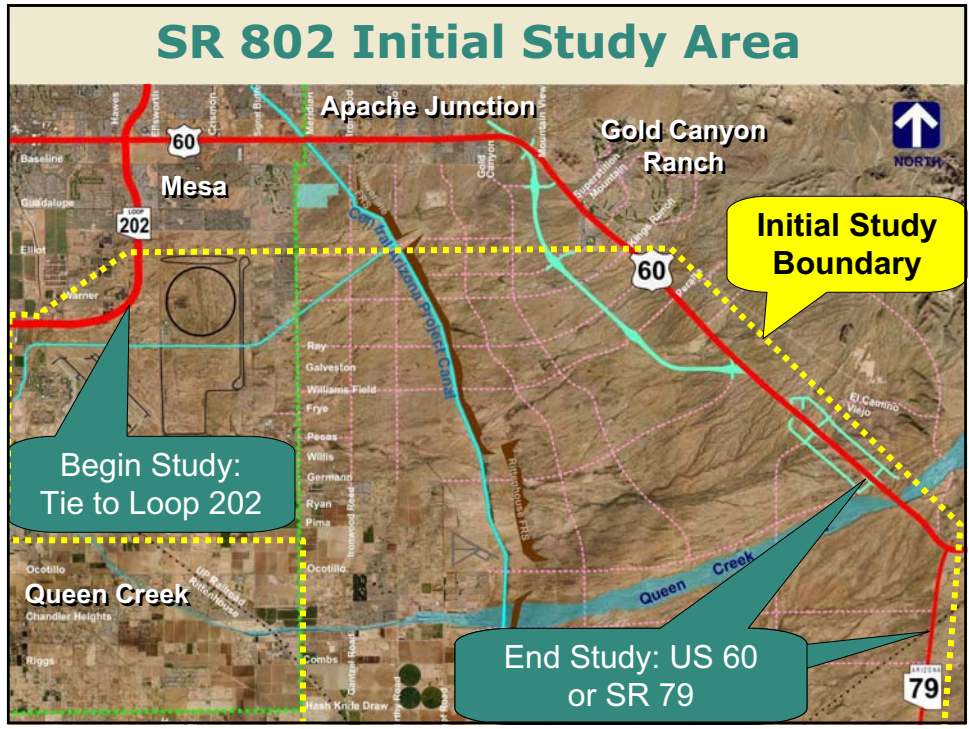
Provide an access-controlled freeway to serve the projected build-out of eastern Maricopa County and northern Pinal County




## SR 802 Project History



<u>Year</u>	
2003	2003: Southeast Maricopa/Northern Pinal County Area Transportation Study established demand existed for a high-capacity facility
2004	
2005	2005: MAG completed the Williams Gateway Freeway Alignment and Environmental Overview for the Maricopa County portion; ADOT completed the Williams Gateway Corridor Definition Study for the Pinal County portion
2006	
2007	2006: ADOT and FHWA initiate this study to identify an east-west corridor
2008	
2009	





**SR 802 Project History**

**ADOT** 

Year	Event
2003	<b>April 2007:</b> ADOT held two public scoping meetings to introduce the project and to solicit feedback
2004	
2005	
2006	
2007	<b>May 2008:</b> ADOT held two open houses to receive feedback on four initial corridors
2008	
2009	<b>December 2008:</b> Based on feedback, ADOT returned and held two open houses to receive feedback on alignment concepts

*2007 Gold Canyon Scoping Meeting*



## SR 802 Project History

**Year**

**2003**

**2004**

**2005**

**2006**


**2007**

**2008**



**2009**

**Summer 2009:** ADOT and FHWA separate SR 802 into two studies; Loop 202 to Ironwood Road in Maricopa County continues while the Pinal County Study is suspended until the North-South Corridor Study advances

**December 2009:** ADOT held two open houses to receive feedback on the preliminarily preferred alignment for Loop 202 to Ironwood Road





*December 2009 ASU Polytechnic Open House*





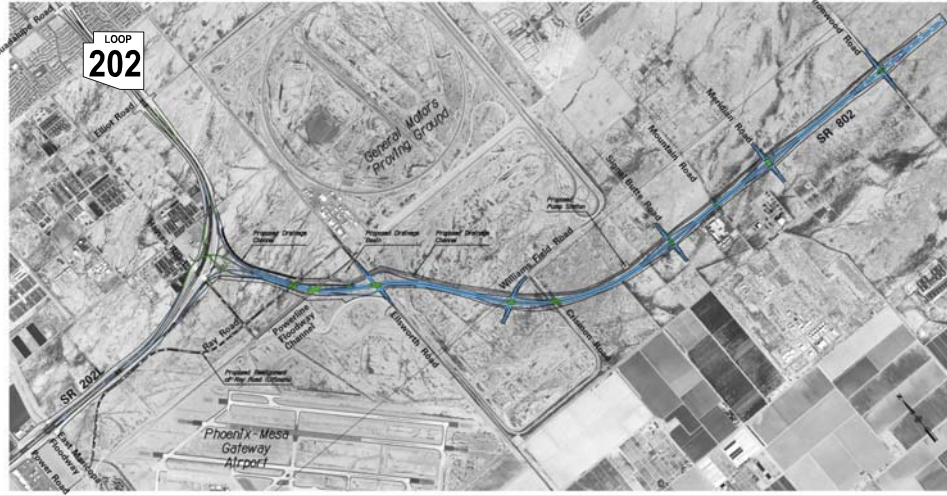
## No-Build Alternative

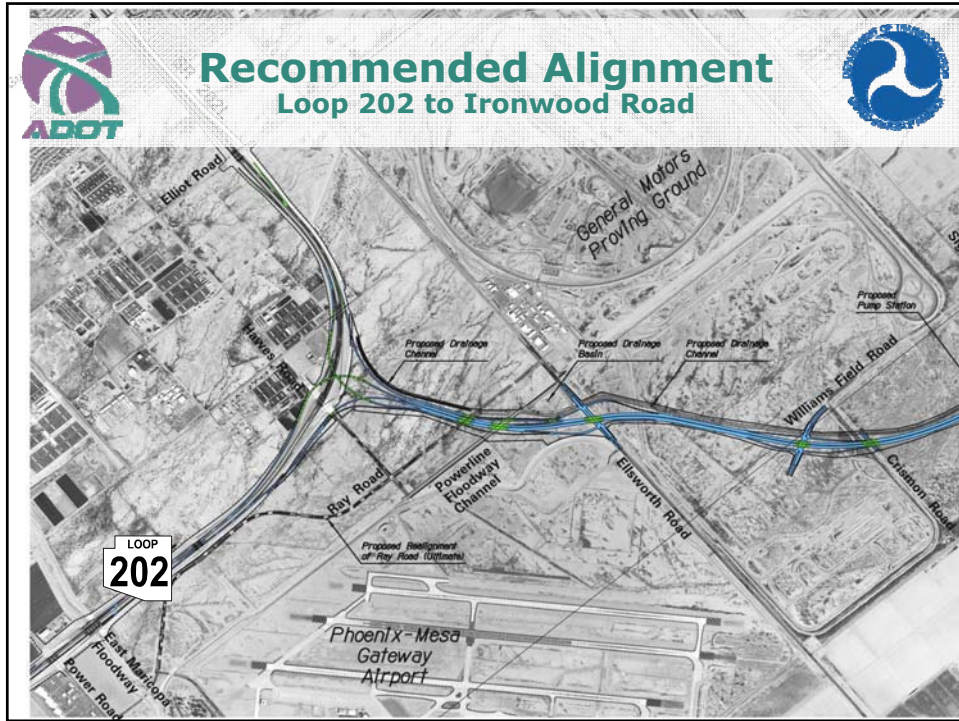
- Improvements to local streets only
- Increased traffic congestion and trip times on existing and future surface streets
- Limited access to local services
- Diminished regional access to planned development and the airport
- Impacts to emergency service response times


 **Recommended Alignment Characteristics**   
**Loop 202 to Ironwood Road**

- Minimizes residential impacts
- Minimizes impacts to existing and planned development
- Consistent with local, county and regional planning
- Consistent with planned local arterial street network
- Consistent with regional developments, including Phoenix-Mesa Gateway Airport and Mesa Proving Ground proposed site improvements


 **Recommended Alignment**   
**Loop 202 to Ironwood Road**








## Draft Environmental Assessment (EA)




Draft EA prepared in accordance with the National Environmental Policy Act (NEPA)




Draft EA available for review and comment through  
**December 15, 2010** at:

<b>Queen Creek Branch Library</b> 21802 S. Ellsworth Rd. Queen Creek, AZ	<b>Southeast Regional Library</b> 775 N. Greenfield Rd. Gilbert, AZ
--	---

**Online:** [www.adotenvironmental.com](http://www.adotenvironmental.com)





## NEPA Environmental Process





- Evaluates the level of potential environmental impacts
- Compares the impacts and benefits of the Build Alternative to the No-Build Alternative
- The public and agencies are given the opportunity to provide feedback
- Assists in the decision-making process






## Environmental Resources Evaluated for SR 802

- Land use
- Socioeconomic conditions
- Cultural resources
- Section 4(f) resources
- Air quality
- Traffic noise levels
- Utilities
- Visual resources
- Drainage and floodplains
- Water resources (Sections 401, 402 and 404 of Clean Water Act)
- Biological resources
- Hazardous materials









## Potential Socioeconomic Condition Impacts




Impacts	Mitigation
<ul style="list-style-type: none"><li>• May impact a few residences</li><li>• Temporary construction impacts</li><li>• Regional and local access would be enhanced</li></ul>	<ul style="list-style-type: none"><li>• Relocate impacted residents</li><li>• Maintain access to businesses in the project vicinity during construction</li></ul>









	<h2>Potential Cultural Resource Impacts</h2>	
<b>Impacts</b>	<b>Mitigation</b>	
<ul style="list-style-type: none"><li>• Eleven sites impacted</li></ul>	<ul style="list-style-type: none"><li>• Adhere to the Programmatic Agreement and mitigate sites</li></ul>	
		




	<h2>Potential Section 4(f) Resource Impacts</h2>	
<b>Impacts</b>	<b>Mitigation</b>	
<ul style="list-style-type: none"><li>• Potential impacts to planned recreational trails</li></ul>	<ul style="list-style-type: none"><li>• Design SR 802 to accommodate future planned trails that intersect alignment</li><li>• Maintain access to existing trails through duration of construction</li></ul>	
		



	<h2>Potential Air Quality Impacts</h2>	
<b>Impacts</b>	<b>Mitigation</b>	
<ul style="list-style-type: none"><li>• Project improves regional air quality</li><li>• Increases of CO and PM<sub>10</sub> during construction</li></ul>	<ul style="list-style-type: none"><li>• Evaluate and implement strategies that reduce engine activity and emissions during construction</li><li>• Control dust during construction</li></ul>	
		

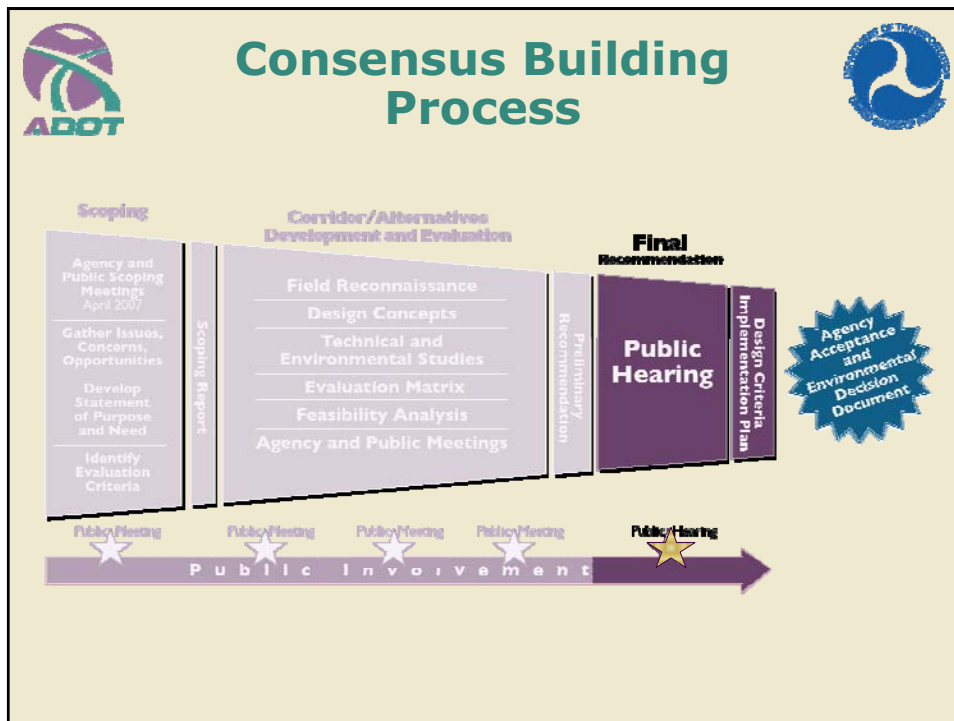
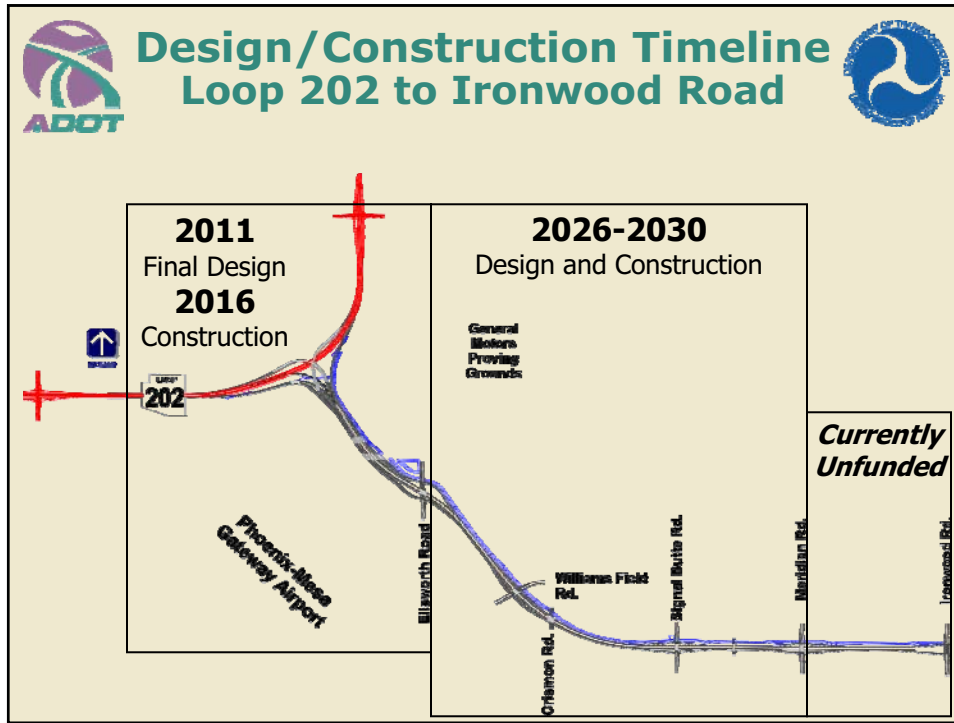
	<h2>Potential Traffic Noise Level Impacts</h2>	
<b>Impact</b>	<b>Mitigation</b>	
<ul style="list-style-type: none"><li>• Temporary impact from construction noise only</li></ul>	<ul style="list-style-type: none"><li>• Properly maintain equipment</li><li>• Keep equipment away from residences</li><li>• Notify public of construction activities</li></ul>	
		

 <h2>Potential Visual Resource Impacts</h2> 	
Impact	Mitigation
<ul style="list-style-type: none"><li>Creates a noticeable feature in the landscape</li></ul> 	<ul style="list-style-type: none"><li>Use shielded or cut-off light fixtures to reduce light spillover</li><li>Evaluate feasibility of painting, landscaping or added visual elements</li></ul>

 <h2>Potential Water Resource Impacts</h2> 	
Impacts	Mitigation
<ul style="list-style-type: none"><li>Nine washes permanently impacted</li><li>More than one acre of ground disturbance</li></ul> 	<ul style="list-style-type: none"><li>Obtain Clean Water Act Permit</li><li>Prepare a Stormwater Pollution Prevention Plan prior to construction</li></ul>

 <h2 style="display: inline-block; margin: 0 20px;">Potential Biological Resource Impacts</h2> 	
<b>Impacts</b>	<b>Mitigation</b>
<ul style="list-style-type: none"><li>• Displacement of vegetation and wildlife</li><li>• Impact to sensitive species and species protected under the Migratory Bird Treaty Act</li></ul> 	<ul style="list-style-type: none"><li>• Revegetate disturbed areas</li><li>• Survey for desert tortoise and burrowing owl and relocate if necessary</li><li>• Implement measures to prevent spread of invasive species</li></ul>

 <h2 style="display: inline-block; margin: 0 20px;">Potential Hazardous Material Impacts</h2> 	
<b>Impacts</b>	<b>Mitigation</b>
<ul style="list-style-type: none"><li>• Seven sites within Study Area</li></ul> 	<ul style="list-style-type: none"><li>• Investigate during final design</li><li>• Properly treat and dispose of hazardous materials encountered</li><li>• Test and treat lead-based paint and asbestos containing material on existing ADOT structures</li></ul>





## Provide Your Input



- Provide up to three minutes of comment after the question and answer session
- Meet with a court reporter
- Turn in a comment form prior to leaving tonight
- Mail, e-mail or phone comments **prior to December 15, 2010** to:  
Public Involvement and Partnering Outreach Team  
206 S. 17th Ave., Mail Drop 118A  
Phoenix, AZ 85007  
E-mail: valleyfreeways@azdot.gov  
Phone: (480) 422-5362



## Questions Regarding SR 802?



### Question and Answer Session

If you need another  
blue question card,  
please raise your hand!





# State Route 802 Public Hearing

Loop 202 (Santan Freeway) to Ironwood Road

802 MA 999 H6867 01L NH-802-A(AUG)

November 9, 2010

## Project Overview

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are continuing the environmental and engineering studies for State Route (SR) 802, Loop 202 (Santan Freeway) to Ironwood Road. SR 802 begins at Loop 202 in the vicinity of the Phoenix-Mesa Gateway Airport in Maricopa County and continues east to Ironwood Road. The study team has prepared a draft Environmental Assessment (EA) per the requirements of the National Environmental Policy Act and a Design Concept Report. The portion of SR 802 that is proposed to continue east into Pinal County has been suspended until advancement of the North-South Corridor regional study by ADOT.

The purpose of this Public Hearing is to provide information about the recommended alternative for SR 802 from Loop 202 to Ironwood Road, its potential environmental impacts, and to receive public comments on the draft EA.

## Provide Feedback

As part of the National Environmental Policy Act, agencies and the public are invited to comment on the recommended alignment. If you would like to comment, you may:

- Provide comments to a court reporter at tonight's Public Hearing
- Turn in a comment sheet before you leave tonight's Public Hearing
- Mail, e-mail, phone or fax comments **prior to December 15, 2010** to:

### Public Involvement and Partnering Outreach Team

206 S. 17th Ave., Mail Drop 118A

Phoenix, AZ 85007

E-mail: [valleyfreeways@azdot.gov](mailto:valleyfreeways@azdot.gov)

Phone/Fax: (480) 422-5362

Copies of the draft Environmental Assessment (EA) are available for review through December 15, 2010 at the following locations:

**Queen Creek Branch Library**  
21802 S. Ellsworth Rd.  
Queen Creek, AZ  
(602) 652-3000

**Southeast Regional Library**  
775 N. Greenfield Rd.  
Gilbert, AZ  
(602) 652-3000

The draft EA is also available at: [www.adotenvironmental.com](http://www.adotenvironmental.com)

## Project History

The transportation planning process to determine potential future corridors and facility improvements begins well before design and construction begins. Area population growth, future land use, jurisdictional responsibilities, and other factors are used to determine the need, feasibility, and general location of future transportation facility improvements.

**2003-2006:** In 2003, the Southeast Maricopa/Northern Pinal County Area Transportation Study established that demand existed for a high-capacity facility and identified potential corridors. In 2006, MAG completed the Williams Gateway Freeway Alignment and Environmental Overview Study for the Maricopa County portion of this high-capacity facility while ADOT completed the Williams Gateway Corridor Definition Study for the Pinal County portion.

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**2009:** ADOT and FHWA separated SR 802 into two studies: Loop 202 to Ironwood Road in Maricopa County and Pinal County. ADOT hosted two public open houses to receive feedback on the preliminarily preferred alternative for SR 802, Loop 202 to Ironwood Road.



## Recommended Alignment



## Anticipated Project Schedule

- 2011:** Completion of the Design Concept Report and Environmental Assessment (EA)  
Final design of SR 802, Loop 202 to Ellsworth Road
- 2016:** Construction of SR 802, Loop 202 to Ellsworth Road
- 2026-2030:** Design and construction of SR 802, Ellsworth Road to Meridian Road
- Unfunded:** Design and construction of SR 802, Meridian Road to Ironwood Road



# State Route 802 Public Hearing Comment Form Loop 202 (Santan Freeway) to Ironwood Road

802 MA 999 H6867 01L NH-802-A(AUG)

ADOT appreciates your participation tonight. Your input is important to us. If you would like to submit comments in writing, you may do so using this form. Comments must be received by December 15, 2010 in order to be part of the project record. You may leave this form with us tonight or submit comments before December 15, 2010 to:

**Public Involvement and Partnering Outreach Team**

206 S. 17th Ave., Mail Drop 118A  
Phoenix, AZ 85007  
Phone/Fax: (480) 422-5362  
E-mail: [valleyfreeways@azdot.gov](mailto:valleyfreeways@azdot.gov)

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775 N. Greenfield Rd.  
Gilbert, AZ  
(602) 652-3000

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# QUESTION CARD

## State Route 802 Study

Federal ID No. NH-802-A(AUG)

ADOT Project No.: 802 MA 999 H6867 01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. *Thank you for your input!*



# QUESTION CARD

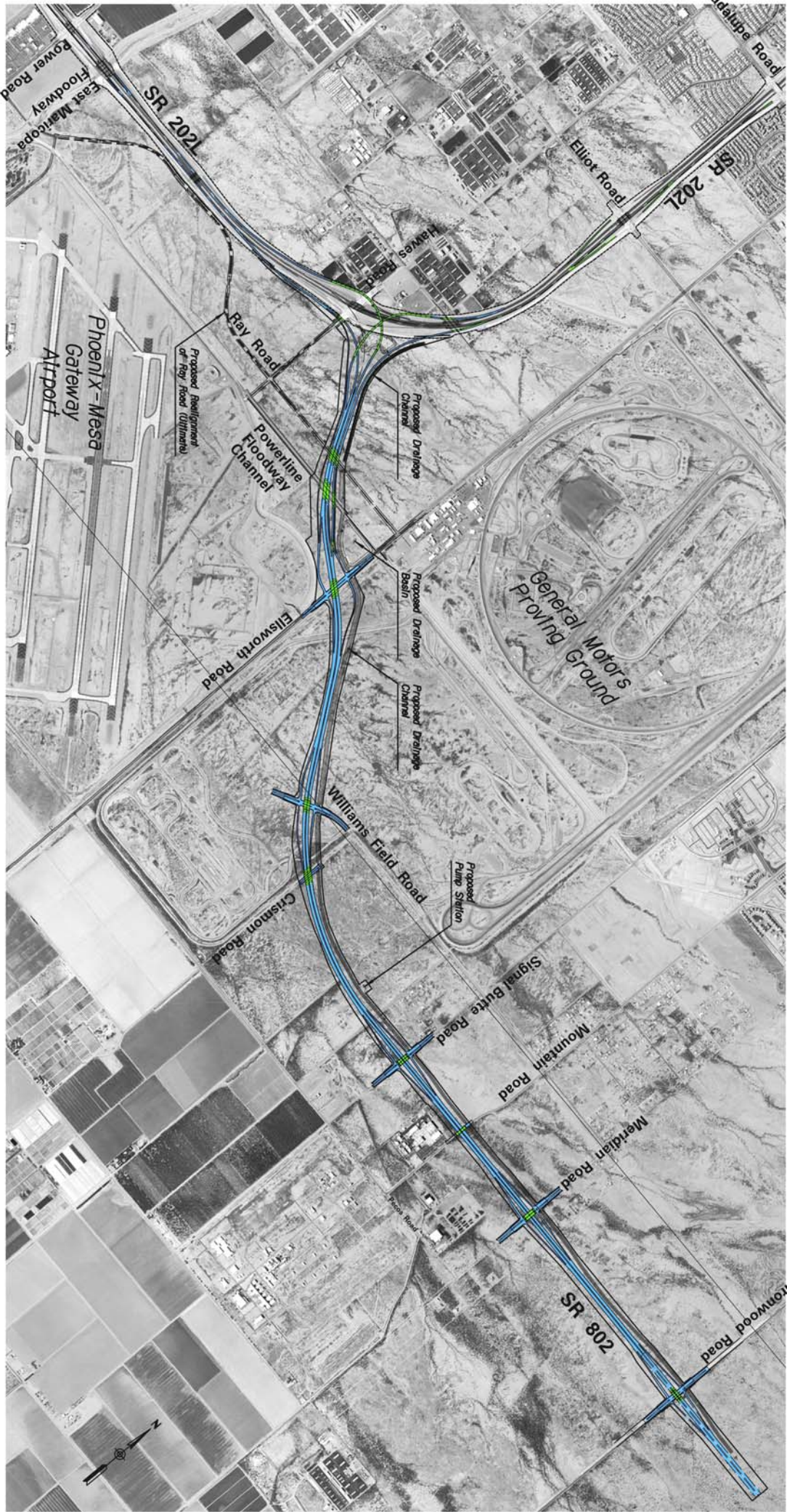
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# SR 802 Public Hearing

Loop 202 (Santana Freeway) to Ironwood Road

November 9, 2010 Queen Creek Branch Library  
NH-802-A(AUG) 802 MA 999 H6867 01L

10

Federal Highway  
Administration



Last Name	First Name	Organization	Mailing Address	City	Zip Code	Telephone	Email
Jones	Fred	None	123 W. 8th Street	Mesa	85210	480-555-1212	fjones@cox.net
Mulford	Barcl		43565 N Terrace View	Queen Creek	85140	480-242-5424	smulford@yehos.com
Zeit	Timothy	ADOT					
LAGEN	GERAUNA	Enji Film Electronic Materials	6550 S. Mountain Rd	Mesa	85212	480-987-7057	gerauna-lagen@ enji-film-film.com
Lambert	Doug	PB				480-966-8295	lambertpbworld.com
WINKELHANN	Loais		5673 S. Palo Blanco	Goodyear	85118	480-982-6685	
GALIBDO	J.		90937E. Wightingale	Queen Creek	85142	480-241-0935	tas.galindo@bestmail.com
Mead	E		18119 Via Margarita	Gold Canyon	85218	520-463-0448	
BALMER	WAYNE		TOMAS DE QUEVEDO CREEK				
MELITA	Garry	Stanley	7555 E. Pearl Cir	Mesa	85207	602-333-7394	melikgarr@stanleygroup.com
NORCROSS	KENT		4436 E. SUAVITA AVE	GERBERT	85234	480-654-5455	kent.norcross@msu.com

Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments.  
Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.



# SR 802 Public Hearing

Loop 202 (Santana Freeway) to Ironwood Road

November 9, 2010 Queen Creek Branch Library  
NH-802-A(AUG) 802 MA 999 H6867 01L

(10) \*1

Federal Highway Administration



Last Name	First Name	Organization	Mailing Address	City	Zip Code	Telephone	Email
Jones	Fred	None	123 W. 8th Street	Mesa	85210	480-555-1212	fjones@cox.net
Clarks	Heather Andy		43311 N Ironwood	SAN TAN VILLY	85140	602 524 3505	hclark5501@MSN.COM
Williams	Nichelle		23664 S. 320th Street	Queen Creek	85142	480-659-6917	Nieranwms@gmail.com
CHASE	Mike		16413 N 11th R	PHX	85022	602 291-7801	mrcjchase@cox.net
DANA	Diane		3666 E Markline Dr.	Gilbert	85296	602 917-1151	diane.dan@dillkay.com
Kevin	Stumptz		3503 E Temecula Ct	Gilbert	85257	602-882-1636	Kevin.stumptz@gmail.com
COVOLT	Tom	QC	19601 E Cella Flores	Queen Creek	85142	480-797-5971	tom.covolt@queencreek.org
TONTHAT	TIMMY	Stand	4602 E Elwood St Phoenix	Phoenix	85040	602-437-3738	timmy.tonthat@stand.com
Sutten	Nyle	Eastly Tuley	2375 E Camelback Rd #320 85016	Phoenix	85016	602-468-8579	msutten@prepharm.com
KAMP	CHASE	STV TOWN NEWSPAPER	1105 N DAVIL	MESA	85205	480-207-0548	
FRANK	TAMI	MWD	42916 E JASPARD GILBERT, AZ 85296	Gilbert	85294	602-703896	TAMI@MWD.FRANK@

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# SR 802 Public Hearing

Loop 202 (Santian Freeway) to Ironwood Road

November 9, 2010 Queen Creek Branch Library  
NH-802-A(AUG) 802 MA 999 H6867 01L

10



Federal Highway  
Administration

Last Name	First Name	Organization	Mailing Address	City	Zip Code	Telephone	Email
Jones	Fred	None	123 W. 8th Street	Mesa	85210	480-555-1212	fjones@cox.net
Hazellet	Mary		3782 E Santa Clara Dr	Santian Valley	85140	480 566-1982	mhzelt@3@aol.com
Heg	Heger		1527 W. Cipremsa Rd	" "	" "		
Pearl	Don		1560 E Artemis Trail	Santian Valley	85140		donpearl@cox.net
Maheer, PhD	John	Self	131 W. Canyon St	Apache Jct	85120	480 982-9899	
Buchanan	Ken	Pinal Co	31 N Pinal St.	Florence	85132	520-866-6098	Ken.Buchanan@pinalcountyaz.gov
Meoli	Augusto	VISION LAB	3901 E. SAN BRUNO PK.	P.V.	85153	602/3009250	meoli@cox.net
DUARTE	KAY LYNN	HDR	3200 E. Camelback Rd STE 350 PHX, AZ 85018	" "	" "	602/522-7700	kay.duarte@hdrinc.com
DUARTE	RICK	HDR	" "	" "	" "	" "	Richard.Duarte@hdrin.com
BOESCH	KENNY	SELF	4256 E TULSA ST. GILBERT AZ 85135	GILBERT	85295	480 812602	kboesch@cox.net
LENTZ	STEPHEN	MESA PD/PNGA	6353 S DAVIDSON WAY	MESA	85212	480-861-9666	STEPHEN.LENTZ@MESAZ.GOV

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# SR 802 Public Hearing

Loop 202 (Santana Freeway) to Ironwood Road

November 9, 2010 Queen Creek Branch Library  
NH-802-A(AUG) 802 MA 999-H6867 01L



Federal Highway  
Administration

10

Last Name	First Name	Organization	Mailing Address	City	Zip Code	Telephone	Email
Jones	Fred	None	123 W. 8th Street	Mesa	85210	480-555-1212	fjones@cox.net
Ivey	Linda		584 E Harvest Rd	Queen Creek	85140	480-634-8125	Ivey.Ken@gmail.com
Hastina	Bob	Dr Bob Eng	1559 E Hite Tr	Mesa	85203	480-393-0924	Bob.Hastina@adot.mt.gov
Mendoza	Adam	None	9115 E. Baseline #102, PMB 62	Mesa	85209	480-2483930	adam.mendoza@hotmail.com
Garcia	Lonna	None	168 N Guadalupe	Queen Valley	85118	602 809 3440	lonna.garcia@mehsi.com
BERTRAM	RON	None	15508 S MOUNTAIN RD	MESA	85212	602 821 4677	ron.bertram@soitec.fr
Amador	Yvonne	None	189 49 E. Lark Dr	Queen Creek	85142	480-958-0278	yvonne.amador201@yahoo.com
Amador	Edward	None	"	"	"	"	"
Washington	Robert		45223 N. Peckham St	SanTan Valley	85140	480-987-5363	Robert.Washington@msn.com
DiStefano	Talley		5673 S. Rio Rancho	GOLD CANYON	85118	480 982 6688	
Salpeter	Tamar	N/A	15337 N. Pineda #215	Scottsdale	85266		

Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.





**SR 802 Public Hearing**  
 Loop 202 (Santan Freeway) to Ironwood Road

November 9, 2010 Queen Creek Branch Library  
 NH-802-A(AUG) 802 MA 999 H6867 01L



Federal Highway  
 Administration

Last Name	First Name	Organization	Mailing Address	City	Zip Code	Telephone	Email
Jones	Fred	None	123 W. 8th Street	Mesa	85210	480-555-1212	fjones@cox.net
Cooper	Paul D.	None	4601 E. Indigo St.	Gilbert	85298-5370	480-840-3348	NONE
Martin	Jeff	City of Mesa	2153 E. Murr. St	Mesa	85213		
Tuley	Ken	NONE	584 E. HARVEST Rd 4000 N. Central Av. Phoenix AZ 85008	SAVANNAH GA	85140	480-634-9125	Tuley,ken@qymail.com
Davis	Ken	FHWA	3400 S. IRONWOOD DR LOT 156 45 85120	PHX	85012	602-382-8570	ken.davis@doh.gov
Krukow	THOMAS	ME	4000 N. CENTRAL AVE PHOENIX, AZ 85012	AJ	85120	480 982 3883	+krukow@mesa1.com
Hausel	Alex	FHWA	303 E. McDowell Rd Ste 377	PHX	85012	602-382-8564	Alex.Hausel@fhwa DOT.gov
Sprague	Tiffany	Sierra Club	4801 E. Washington St #250	PHX	85004	602 353 9140	tiffany.sprague@sierraclub.org
Dickman	Paul	PTG	23229 S 24th	PHX	85034	602 852 9195	Paul.Dickman@parsons.com
Makowski	Chet	—	4801 E. Washington St #250	Queen Creek	85112	509-948-802	chm@cumscor@aol.com
Eitner	Shawn	—	4802 S. Antonio Cir.	Mesa	85212	480-248-7336	gortj@juno.com

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# SR 802 Public Hearing

Loop 202 (Santan Freeway) to Ironwood Road

November 9, 2010 Queen Creek Branch Library  
NH-802-A(AUG) 802 MA 999 H6867 01L

Total: 76

7

Federal Highway Administration



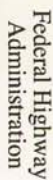
Last Name	First Name	Organization	Mailing Address	City	Zip Code	Telephone	Email
Jones	Fred	None	123 W. 8th Street	Mesa	85210	480-555-1212	fjones@cox.net
Stuart	Steve		9011 N. 4th St. Apt 4	Mesa NE Phoenix	85208	308 325-2311	stuart@cox.net
BOGGS	STUART	RPPTA	302 N. 1st Ave, Suite 700	PHOENIX	85005	602-534-5474	SBoggs@valentia.com
Roggeneger	Jim	Sunds	2620 S. 55th St.	Tempe	85212	480-253-3267	roggeneger@sundt.com
Thompson	Mark	Florence	P.O. Box 2670 600 N. Main St.	Florence	85132	520 848 7572	Mark.Thompson@florenceaz.gov
Searns	Tim	N/A	20646 E Ryan Dr.				
Moser	BR	AZ					bmoser@brophoenix.com
Andersen	Bob	N/A	2065 4th Ave	Phx	85007	602 712 8744	bandersen@az202.gov

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**SR 802 Public Hearing**  
 Loop 202 (Santan Freeway) to Ironwood Road

November 9, 2010 Queen Creek Branch Library  
 NH-802-A(AUG) 802 MA 999 H6867 01L



Last Name	First Name	Organization	Mailing Address	City	Zip Code	Telephone	Email
Jones	Fred	None	123 W. 8th Street	Mesa	85210	480-555-1212	fjones@cox.net
Main	Ed			Mesa	85212	480-343-6127	
Brooks	Mary	None	7285 W Empire	DE	85147	602 390 9110	Marybrooks@yahoo.com
ASHBAUGH	Travis	CAG	2066 W. ARCADE TRAIL	ARCADIE Junction	85120	480-671-0059	tashbaugh@cagcentral.org
DETERING	Tom	FHWA					
WACKER	Don		3700 S. Ironwood Dr #204	Apache Junction	85120	480 288-5686	-
Whitt	TERESA	SELF	4426 E. Shepherd Dr.	Santan Valley	85140	480-888-1078	Fratiemond@aol.com
MOORE	Russ	PARSONS	4801 E. KAT #250	PHOENIX	85034	602-832-9195	russell.more@parsons.com
PHAM	GLAD	COAT	575 E. RANSLOWE	AT	85119	480 982 2055	captrm@ATCcity.net

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**SR 802 Public Hearing**  
 Loop 202 (Santan Freeway) to Ironwood Road

November 9, 2010 Queen Creek Branch Library  
 NH-802-A(AUG) 802 MA 999 H6867 01L

10

Federal Highway  
 Administration



Last Name	First Name	Organization	Mailing Address	City	Zip Code	Telephone	Email
Jones	Fred	None	123 W. 8th Street	Mesa	85210	480-555-1212	fjones@cox.net
Smith	Amy						
Alstrom	Mare	City of Mesa					
BRADOT	Russ	Blue Chip	1837 S 14th Pl	Gilbert			bluechipand@yahoo.com
E. Schhart	Scottie	DDR Realty	3048 E Baseline Rd	Mesa	85204	482-490-0441	scottierealty.com
THOMPSON	Bice		2748 S. E. HOLLA CIR	MESA	85202		LESSADO2@GMAIL.COM
Mom	Chet	DME	727 E Parkway Home Rd	PHX	85014	602-265-6550	chet@dm-arrived.com
CHIT	Renee	DME	727 E Bethany Rd <i>from</i>	PHX	85014	602-265-6550	Renee@dm-arrived.com
Gloria	Mary	<i>from the video presentation</i>	P.O. BOX 745	QC	85241	480-987-0819	Mary.Gloria@pandevide.com
MICHEL	Cheryl		1444 W. Liguano Rd.	Mesa	85212	480-357-9211	AZCASITA@yahoo.com
HURLEY	John		3405 N. TOLSON DR STE 112	SMU GARDEN	87143	480-288-1421	John.hurley@cox.net

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# State Route 802 Public Hearing Comment Form Loop 202 (Santan Freeway) to Ironwood Road

802 MA 999 H6867 01L NH-802-A(AUG)

ADOT appreciates your participation tonight. Your input is important to us. If you would like to submit comments in writing, you may do so using this form. Comments must be received by December 15, 2010 in order to be part of the project record. You may leave this form with us tonight or submit comments before December 15, 2010 to:

### Public Involvement and Partnering Outreach Team

206 S. 17th Ave., Mail Drop 118A  
Phoenix, AZ 85007  
Phone/Fax: (480) 422-5362  
E-mail: valleyfreeways@azdot.gov

*ANDY SOMETH  
SR Transportation Planner  
Pinal County*

On behalf of Pinal County I would like to have the following entered into the record regarding the SR 802 - L202 to Ironwood Road Environmental Assessment.

According to statements on page 33 Section C. of the Draft EA "General Project Schedule and Funding"

Phases 1 and 2 are all that will be considered until funding can be identified from Meridian to Ironwood roads.

Pinal County believes this to be unacceptable based on:

- 1) The limited improvements to Meridian road; (lack of connectivity north/south)
- 2) The ADOT Purpose and Need document states; "A controlled-access high-speed transportation facility that connects the Santan Freeway with Ironwood Road would serve as and important link".
- 3) And, given the north-south connectivity of Ironwood Road (US 60 Hunt hwy) connection of the SR 802 would be the most logical "interim" terminus for the freeway.

Pinal County welcomes any opportunity to discuss these concerns with other stakeholders and ADOT staff. Thank you for allowing Pinal County to provide input on a project that is vital to the future of transportation in the Sun Corridor.

Copies of the draft Environmental Assessment (EA) are available for review at the following locations:

**Queen Creek Branch Library**  
21802 S. Ellsworth Rd.  
Queen Creek, AZ  
(602) 652-3000

**Southeast Regional Library**  
775 N. Greenfield Rd.  
Gilbert, AZ  
(602) 652-3000

The draft EA is also available at: [www.adotenvironmental.com](http://www.adotenvironmental.com)



Federal Highway  
Administration

# State Route 802 Public Hearing Comment Form

## Loop 202 (Santan Freeway) to Ironwood Road

802 MA 999 H6867 01L NH-802-A(AUG)

ADOT appreciates your participation tonight. Your input is important to us. If you would like to submit comments in writing, you may do so using this form. Comments must be received by December 15, 2010 in order to be part of the project record. You may leave this form with us tonight or submit comments before December 15, 2010 to:

### Public Involvement and Partnering Outreach Team

206 S. 17th Ave., Mail Drop 118A  
Phoenix, AZ 85007  
Phone/Fax: (480) 422-5362  
E-mail: valleyfreeways@azdot.gov

- 1) Please speed up the time frame for completion of 802
- 2) Please encourage Pinal County to work to complete roads east of Ironwood so that it can handle the traffic.
- 3) Encourage Pinal County to build an east bound road from Ironwood to Hwy 79/60 to ease traffic flow
- 4) Encourage Pinal County to begin paving the miles streets between Ironwood & Meridian road north & south of the Fwy alignment
- 5) Build the extension of the 802 from Ironwood to Hwy 79/60 rather than wasting money on a Gold Canyon build around on Hwy 60. By combining the funds the extension of the 802 could be significantly accelerated in Pinal County. Also it would be a safer Hwy corridor and evacuation route

Lonna.garai@mehsi.com

Copies of the draft Environmental Assessment (EA) are available for review at the following locations:

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(602) 652-3000

Southeast Regional Library  
775 N. Greenfield Rd.  
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(602) 652-3000

The draft EA is also available at: [www.adotenvironmental.com](http://www.adotenvironmental.com)



**QUESTION CARD**  
**State Route 802 Study** 11.9.10 Public Hearing  
 Federal ID Nos. NH-802-A(AUG) and NH-802-A(BCT)  
 ADOT Project Nos.: 802 MA 999 H6867 01L and 802 PN 999 H7236 01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. *Thank you for your input!*

First of all,  
 Thank you ADOT for working hard create job in  
 this tough economy for Arizona.  
 What is the estimate cost for design & construction  
 for each phases of project.



# QUESTION CARD

State Route 802 Study 11.9.10 Public Hearing

Federal ID Nos.: NH-802-A(AUG) and NH-802-A(BEG)  
ADOT Project Nos.: 802 MA 999 H6867 01L and 802 PN-999 HZ236.01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

BENEFITS APPEAR TO BE MARGINAL UNTIL THE

SR 802 REACHES MERIDIANE AND IRONWOOD.

Can a temporary highway be installed?





# QUESTION CARD

**State Route 802 Study** 11.9.10 Public Hearing  
Federal ID Nos.: NH-802-A(AUG) and NH-802-A(BCI)  
ADOT Project Nos.: 802 MA 999 H6867 01L and 802-PN-999 H7236 01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

HAS THE WILSONS ROAD AIR BASE SUPERFUND SITE  
BEEN ACCOUNTED FOR IN THE EIS.

[Empty box for handwritten questions]



# QUESTION CARD

State Route 802 Study 11.9.10 Public Hearing

Federal ID Nos: NH-802-A(AUG) and NH-802-A(BCD)  
ADOT Project Nos.: 802 MA 999 H6867 01L and 802 PN 999 H7236 01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

- ① What is the status of agreement between New and ADOT to complete the report to Ellsworth Pass?
- ② What is the possibility of accelerating construction of the freeway from Ellsworth to Meriden?



# QUESTION CARD

State Route 802 Study 11.9.10 Public Hearing

Federal ID Nos. NH-802-A(AUG) and NH-802-A(FBI)  
ADOT Project Nos.: 802 MA 999 H6867 01L and 802 PN 999 H7236 01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

What is the likelihood of funding getting advanced? Will completion of construction be completed ahead of the current schedule. If so, what date would you give?



# QUESTION CARD

State Route 802 Study 11.9.10 Public Hearing

Federal ID Nos. NH-802-A(AUG) and NH-802-A(BE1)  
ADOT Project Nos.: 802 MA 999 H6867 01L and 802 PN 999 H7236-01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

Funding Dates? Will land be purchased  
prior to these dates? when will  
land be purchased? ~~to~~ ~~be~~ ~~at~~



## QUESTION CARD

State Route 802 Study 11.9.10 Public Hearing

Federal ID Nos. NH-802-A(AUG) and NH-802-A(BCJ)  
ADOT Project Nos.: 802 MA 999 H6867 01L and 802 PN-999 H7236 01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

What considerations have been given to mass transit options as an alternative to new roads? This road will only provide temporary relief & will soon be just as congested as the rest. How will that be accommodated in the future?



**State Route 802 Study** 11.9.10 Public Hearing  
 Federal ID Nos. NH-802-A(AUG) and NH-802-A(BCT)  
 ADOT Project Nos.: 802 MA 999 H6867 01L and 802 PN-999 H7236 01L



# QUESTION CARD

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. *Thank you for your input!*

What are population growth expectations during this period? 2010-2030



**QUESTION CARD**  
**State Route 802 Study 11.9.10 Public Hearing**  
 Federal ID Nos. NH-802-A(AUG) and NH-802-A(BCT)  
 ADOT Project Nos.: 802 MA 999 H6867 01L and 802 PN-999 H7236 01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. *Thank you for your input!*

Beyond Inwood, has a plan been established to extend further. Since phase 1-2 will not be ready till approx. 2026--will it be another 20 years to extend further?



# QUESTION CARD

State Route 802 Study 11.9.10 Public Hearing  
Federal ID Nos. NH-802-A(AUG) and NH-802-A(BCL)  
ADOT Project Nos.: 802 MA 999 H6867 01L and 802 PN 999 H7236 01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

IS THIS THE 802 OR 24 FAREWAY?

IS THERE A DIFFERENCE?





# QUESTION CARD

State Route 802 Study 11.9.10 Public Hearing

Federal ID Nos. NH-802-A(AUG) and NH-802-A(BCD)  
ADOT Project Nos.: 802 MA 999 H6867 01L and 802-PM-999-H7236-01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

Why would ADOT do a patrol work build around  
of Red Canyon rather than an extension of  
the 802 corridor (it could be a highway rather than  
highway to minimize cost) across Pinal counties  
to study 7/9/60



# QUESTION CARD

State Route 802 Study 11.9.10 Public Hearing

Federal ID Nos. NH-802-A(AUG) and NH-802-A(BCE)  
ADOT Project Nos.: 802 MA 999 H6867 01L and 802 PN 999 H7236 01L



Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

~~What will funding be~~

If funding is set through Meridian,  
why would you not buy the land now.

0001

Queen Creek, Arizona  
November 9, 2010  
6:00 p.m.

PRIVATE COMMENTS

DR. JOHN MAHER: Dr. John Maher, Apache Junction,  
slash, Pinal County.

The projection for the 802 has to stop at  
Ironwood Road right now. The present plan to stop at  
Ironwood Road. It would be nice if the 802 could stop at  
Florence Junction now. Because the traffic jams on  
Ironwood Road are just crazy, and this will just make it  
worse.

So if the 802 could continue all the way to  
Florence Junction immediately, it would prevent a lot of  
traffic problems, especially from Ironwood Road.

MR. JOSE GALINDO: Jose Galindo, and I live in  
Queen Creek.

Well, I think I wanted to speak for the residents  
of Queen Creek. A basic daily problem is to get out of  
here. We get out of here in two routes, which is  
Ellsworth and Ironwood. That's it. And the communities  
are the San Tan Valley, Queen Creek, Johnson Ranch,  
Anthem, which is huge. Those two roads take all the  
traffic south.

0002

With the present configuration of the 202 where  
the 802 joins, we were looking for that route to be south  
of the airport. Because that route would have to cut the  
majority of the traffic out. This 802 configuration  
finally helps relieve that traffic. Obviously it does it  
horribly late, to 2030. The majority of the people in the  
room are going to be dead by then.

So just the conflict. I just wanted to put that.

And I understand budget problems and appropriation of the  
money is a problem, but I just wanted to say that it does  
not relieve the problem of traffic and a way to get out of  
here now, as we should have it.

MS. TIFFANY SPRAGUE: Tiffany Sprague, Phoenix.  
My comment is that ADOT really needs to start

focusing on alternatives to new roads. I understand the  
desire for this road and the need for it, but I don't  
think it provides long-term relief. It's just going to be  
as congested as all the roads in the Phoenix Metropolitan  
area. And I am sure there are plans to widen it in the  
future, but, again, that's only temporary relief.

It took me an hour and a half to get here today  
from Central Phoenix. I decided to take US 60 because it  
has been widened over the last several years. But even  
though it's six lanes in each direction, it's still  
stop-and-go the whole entire way. And this road is very

0003

1 soon going to become just like that. ADOT needs to do  
2 some long-term plans, but address the short-term relief.  
3 (7:33 p.m.)  
4  
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0004

1 STATE OF ARIZONA )  
2 ) ss.  
3 COUNTY OF MARICOPA )  
4  
5  
6

7 I HEREBY CERTIFY that the foregoing was  
8 taken before me, TANIS EASTRIDGE; that all proceedings  
9 had

10 upon the taking of said hearing were recorded and taken  
11 down by me on a steno machine as backup and thereafter  
12 reduced to writing by me; and that the foregoing 3 pages  
13 contain a full, true, and correct transcript of said  
14 record, all done to the best of my skill and ability.

15 WITNESS my hand this 4th day  
16 of December, 2010.  
17  
18  
19

20 \_\_\_\_\_  
21 TANIS EASTRIDGE  
22 Court Reporter  
23  
24  
25

0001

ARIZONA DEPARTMENT OF TRANSPORTATION

SR 802 ALIGNMENT STUDY

REPORTER'S TRANSCRIPT OF PUBLIC HEARING

November 9, 2010  
6:30 p.m.

Queen Creek Library  
Zane Grey Conference Room  
21802 South Ellsworth Road  
Queen Creek, Arizona 85142

Prepared For: DRIVER AND NIX  
KDA CREATIVE COURT REPORTERS  
3131 East Clarendon Avenue  
Suite 108  
Phoenix, Arizona 85016

Prepared By: (602) 266-6525  
MADELINE K. ADAMOLI

0002

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(Please see additional attached comments.)

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1 Phoenix, Arizona  
2 November 9, 2010  
3 6:30 p.m.

4 P R O C E E D I N G S

5 MR. AVILA: Welcome to the public hearing.  
6 This is a very important milestone we're reaching  
7 tonight, and we'll get to all the details of why,  
8 as we proceed. Here's what we're going to do  
9 tonight. As I mentioned, the public hearing for  
10 this project and what we're doing tonight,  
11 actually, is going through the items. There are  
12 some folks here that have been with us since we  
13 started the study back in 2006. So this makes  
14 sense, as well, kind of trying to backtrack a  
15 little bit here. And when we began the study, we  
16 announced this is what we were doing, this is our  
17 intentions, and then we have come out as the study  
18 has progressed. The purpose of tonight's meeting  
19 is that we're now sharing the results of those  
20 items that were under study. And then here, we'll  
21 go through them and what we will find -- or excuse  
22 me -- what we will share, is that in the course of  
23 the study, this is what was identified, and this is  
24 how we're going to mitigate or account for that.  
25 And we will go through all those details as we

0004

1 proceed.  
2 Also, here's how we're going to do this  
3 tonight. We've had open house. We're going to go  
4 through the presentation now, and then we're going  
5 to do question and answer. And then we're going to  
6 do a comment period, where we're actually going to  
7 open up the microphone and we've got a court  
8 reporter here to my left. If you would like to  
9 make a public comment, and that's the reason she's  
10 here, like all our comments, they are part of the  
11 project record. So I only mention that in case  
12 somebody has a flavor for salty language, she's  
13 typing it. And if you don't want to be up here  
14 making your comment, right behind us, there's  
15 another door that has a purple sign, there is  
16 another court reporter there, if you want to make a  
17 comment in private there, she is available there,  
18 too.  
19 So after the presentation, as I mentioned,  
20 there will be question and answers. You can raise  
21 your hand and we will answer those. But because  
22 everything is part of the public record, what we  
23 are going to do -- and I'm going to have you go  
24 through show and tell -- because I forgot to bring  
25 the cards. We have a blue -- and Audra was being

0005

1 good. She's going to run out of here. And when we  
2 get to that part -- at the conclusion of the  
3 presentation, I should say, if you'll raise your  
4 hand, she will bring you one of these cards. You  
5 can write your question down there during that.  
6 When we get to that part, we will read them off to  
7 you. And, again, if you like salty language, we're  
8 going to read it just like it says. So be -- I  
9 should say, account for that. And also if you  
10 cannot stay, but you still want your comments  
11 documented, we have a white sheet, and we'll pass  
12 those out, too. And she's getting that.

13 MS. KOEFFER-THOMAS: These were handed out  
14 when you signed in.

15 MR. AVILA: Correct. So those are for, if  
16 you still want your comment documented, but you  
17 can't stay, and you've got to pick up the kid from  
18 practice or whatever, to eat, that would be the  
19 form that you use. And as you were walking in,  
20 there's some restrooms, you can feel free to use  
21 them, please. And don't feel like you have to wait  
22 for a part of the meeting to do so. We will be  
23 here. And before we go forward, my name is Julian  
24 Avila, with the Department of Transportation,  
25 project manager. And to my left is Annette Riley,

0006

1 the senior project manager. She is the brains of  
2 this operation.

3 So let's get started. So how did this all  
4 come about. We meet during the course of the  
5 project with various stakeholders to share  
6 information, to make sure that everybody's on the  
7 same page. As you've heard, I'm sure, you've used  
8 this saying many times, Why doesn't one hand tell  
9 the other hand what they're doing? That would make  
10 our life so much easier. Well, we didn't. And  
11 these are the types of stakeholders that we meet  
12 with, listed there (indicating). You'll notice the  
13 big circle there (indicating) for the public.

14 Because we take your comments also as equally, and  
15 they're weighed the same. Whereas we meet with  
16 these different departments, we also, like on  
17 nights like tonight, have an opportunity to come  
18 here, do the presentation, obtain the comments and  
19 then all this information then is used as we move  
20 forward. And, again, where does it all lead to?  
21 It leads to nights like tonight. Where we share  
22 the findings. And then we'll go through those, as  
23 I mentioned earlier. And we're committed to using  
24 this type of communication and sharing of  
25 information, not just during the study portion, but

0007

1 we'll take it as we move forward to design and its  
2 eventual construction.

3       The portion of the public hearing and the  
4 reason why this type of meeting is different from  
5 the ones that we've had in the past, is for that  
6 specific purpose. And what we'll do is, at the  
7 end, as I said, we'll open up the microphone, and  
8 we'll have three minutes. And we had to give it a  
9 limit, not to be rude to anybody, but we only have  
10 the facility until 8 o'clock. The kind folks here  
11 at the library want to go home, so they said, we'll  
12 let you use this until 8:00. So we figure, we  
13 don't want to make it like one minute, keep it  
14 short; so we figured three would be adequate. But  
15 as I mentioned, also, if you would like to spend  
16 time, there is another court reporter in the back,  
17 if you feel that you need more time or you'd just  
18 like to spend some time, or not do so in front of  
19 everybody. That is how that will work. And also  
20 you can mail your comments with the information  
21 that's on those forms, as I mentioned earlier. But  
22 I have it up here on the screen, in case you're  
23 interested.  
24       And with that, I will now hand the floor  
25 to Annette Riley, and I will be by at the end, as

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1 we conclude this, and then we'll go through those  
2 portions of the question and the answer and the  
3 comment period. Annette.

4       MS. RILEY: Thank you, Julian. Okay.  
5 Before we proceed further on the presentation, the  
6 focus of the time I want to share with you the ADOT  
7 studies that are happening within this region. The  
8 first one is the US 60 Alignment Study shown here  
9 in green. Where ADOT is purposing to re-align US  
10 60 in our four-plan area. We actually, the ADOT  
11 team, had a public hearing last week. And ADOT  
12 team is assessing comments on it until December  
13 15th. And of course, this is our area, too, here's  
14 our section that we're going to be presenting here  
15 tonight on the Maricopa side of things, from the  
16 202 all the way to Ironwood.  
17       Now, the section east of Ironwood, is on  
18 hold waiting for the North/South Corridor study,  
19 shown here in pink (indicating), until it gets it  
20 to a certain level where we can look at it  
21 cohesively between the two corridors. Now, the  
22 North/South Corridor Study also kicked off with a  
23 full public meetings earlier this month. And  
24 they're also soliciting comments. Team members  
25 from all these other studies are available here



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1 today. So if you have questions after our question  
2 and comment period, you can go back and then  
3 they'll be able to answer your questions.  
4 Another study that is in the planning  
5 level, I.O. Study that is happening within this  
6 area, is the rail framework study. This is a study  
7 where ADOT is looking at a potential high-capacity  
8 or inter-city passenger rail system between Phoenix  
9 and Tucson. Now, we do have team members on this  
10 study also available for -- I'm sure there are  
11 questions that you may have.  
12 Now, back to our presentation. The focus  
13 of our presentation today. We have two study  
14 goals. Well, our first study goal when we picked  
15 up this project, we said, our study goal is to  
16 provide an access-controlled freeway to serve the  
17 projected build-out of eastern Maricopa County and  
18 northern Pinal County.  
19 Going back in history to looking at what  
20 are the events that led to participation of this  
21 study. Well, in 2003, eastern Maricopa and  
22 northern Pinal County studied a common area -- a  
23 transportation study, established that this region  
24 required or demanded a high-capacity facility. And  
25 in early 2004, MAG started the Williams/Gateway

0010

1 Freeway Alignment and Environmental Overview or the  
2 Maricopa County portion of this corridor. And it  
3 was completed in late 2005. And it recommended  
4 that there are two alignments they recommended for  
5 further detailed study. And around the same time,  
6 ADOT completed the Williams/Gateway Corridor  
7 Definition Study for the Pinal County portion. So  
8 in late 2006, ADOT and FHWA engaged in the study  
9 team that you'll see here tonight, to identify this  
10 high-speed east/west corridor and look at it in  
11 detail. Here's the initial study area  
12 (indicating). You can see the study areas found in  
13 -- well, let me see. There we go. We're going to  
14 begin somewhere around Hass Road connecting to the  
15 202, the Santan Freeway, and connecting somewhere  
16 east on to US 60, or SR 79 or around Florence  
17 Junction. So that's how we started this project  
18 and identifying this project study area.  
19 In April 2007, the study team came out and  
20 solicited comments at these public-spoken meetings,  
21 one to see what the permittees, when we kicked off  
22 the project, what you, what the people, what the  
23 agency partners were looking for.  
24 In May of 2008, we had four open houses,  
25 where we presented four initial wide corridors.

0011

1 Potential corridors where alignments could be set.  
2 And also, at that time, we solicited feedback.  
3 December of 2008, based on all the  
4 feedback that we had received so far, we had two  
5 more open houses and we received feedback on more  
6 of the bigger alignment process that the study team  
7 presented.  
8 Around the summer the of 2009, the study  
9 team realized that although the alignment within  
10 Maricopa County may be more defined, the alignment  
11 in Pinal County, since it matches up with the  
12 North/South Corridor, did not match in well. That  
13 we needed to find how these two corridors were  
14 going to interact. So that was a little bit  
15 further, you know, we still had to determine how  
16 that was going to work. But ultimately we  
17 determined that there is an alignment that is  
18 working within Maricopa County. So the decision  
19 was made that we'll proceed forward with the  
20 Maricopa County portion of the study, and that the  
21 Pinal County portion of the study will be held --  
22 or will be on hold until the North/South Corridor  
23 study commences.  
24 So in summer of 2009, last year, we held  
25 two open houses, and we presented the preliminary

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1 preferred alignment, which connected from 202 to  
2 Ironwood.  
3 As part of the study process -- as part of  
4 the -- sorry -- I can't do two things at the same  
5 time. As part of the study process, what the study  
6 team has to look at, is what could be the  
7 implications if we did not implement this facility,  
8 this proposed alignment. Well, we think that the  
9 improvements will be limited to local streets only,  
10 there will be no high-speed facility. And since  
11 there is no high-speed facility, there will be  
12 increase in traffic, which then increases your  
13 travel time, trip time on existing and future trips  
14 through future surface streets. There will be  
15 limited access to local services, and limited  
16 access to regional and development access to the  
17 airport, which then, of course, impacts the  
18 emergency response times. So those are the  
19 implications of the no-build alternative.  
20 Also, the study team, what we are  
21 recommending. We are recommending alignment or  
22 preferred alignment, we have to look at all these  
23 parameters. And part of these parameters are we  
24 want to recommend alignment that utilizes impacts  
25 to residents, minimizes impacts to existing and

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1 planned developments, is consistent or cohesive  
2 with the local county and regional planning land  
3 uses, is consistent with plan and local arterial  
4 street system and freeway, you know, the proposed  
5 high-speed facility will connect to any of the  
6 arterial improvement systems that the cities and  
7 counties have planned for, and that it works with  
8 the regional development. Primarily the big  
9 two-lanes that's around this area, is the  
10 Phoenix/Gateway Airport and the Mesa Proving  
11 Grounds. So these are the characteristics that we  
12 have for the recommended alignment.  
13 Here's the general overview, this should  
14 be in your handout, also. It shows the recommended  
15 alignment all the way from 202, all the way to  
16 Ironwood. And here's more of a zoomed-in look on  
17 the western portion of the recommended alignment.  
18 You can see the system traffic interchange  
19 connecting onto 202, around Hass Road, and we're  
20 proposing a traffic interchange at Ellsworth and  
21 also at Williams Field Road, anything east, the two  
22 major landings are there: The Mesa Proving Grounds  
23 or General Motors Proving Grounds and the  
24 Phoenix/Mesa Gateway Airport. So it's just  
25 trapping everything. Here's the eastern portion of

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1 the corridor south (indicating). And, again, we're  
2 purposing interchanges at Signal Butte, Meridian  
3 and Ironwood. And you see kind of like a gray --  
4 on the north side of the drainage channel facility  
5 that we identified as part of the team that needs  
6 to be implemented as part of the project. And this  
7 graphic should be in your handout.  
8 Part of the process also is to prepare the  
9 draft environmental assessment, EA. This EA is  
10 prepared in accordance with the National  
11 Environmental Policy Act. And this EA document,  
12 hard copies are available at these two locations,  
13 at Branch Library and Southeast Regional Library,  
14 and this should also be in your handout, in your  
15 comment form, and they're available for your  
16 viewing in the comment and social center. And it's  
17 also available online on our ADOT website,  
18 [www.adotenvIRONMENTAL.com](http://www.adotenvIRONMENTAL.com). And we do have hard  
19 copies here tonight available in the back of the  
20 room. After the presentation, if you want to look  
21 at it, and if you have questions for any of the  
22 team members, they're also available.  
23 Well, part of the environmental process,  
24 we have to evaluate the level of potential  
25 environmental impacts to resources. We have to

0015

1 compare the impacts and benefits of the build  
2 versus the no-build, which we showed in a couple of  
3 the slides here. And we have to engage the public  
4 and the agency stakeholders so that their comments  
5 and their feedback facilitates ADOT and FHWA making  
6 a decision of coming up with that recommended  
7 alignment. So it's a very important process. Some  
8 of the environmental resources that we have to  
9 evaluate as part of the process, impacts many  
10 social/economic conditions, public resources, so on  
11 and so forth.  
12 Water resources down here (indicating).  
13 Water resources is one of the impacts to the  
14 drainage channels or drainage washes around the  
15 corridor, Section 401, 402, 404, permits that we  
16 have in making the corps of engineers, we have  
17 identified as part of the implementation.  
18 What are the biological impacts? If there  
19 are any impacts, what are the implication measures.  
20 We have to find out if there are any hazardous  
21 material along the corridor that we proposed and  
22 what those mitigation measures would be, also. So  
23 these are part of the process of preparing the  
24 document.  
25 Now, I'm going to elaborate a little bit

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1 more on the impacts on these resources. So each of  
2 these resources we have shown with impact and  
3 mitigation. Impact, it could be positive impact,  
4 or a negative impact. So we'll look at the  
5 social/economic condition impact. Well, the  
6 implementation of this project may impact a few  
7 residences. And what would be the mitigation  
8 measure? ADOT would relocate those residents and  
9 compensate them. There will be, just as any  
10 construction project, temporary construction  
11 impact. And what will be the obligation measure?  
12 It would be that we would engage the local and the  
13 businesses around that area, work with them to come  
14 up with a construction phasing that will not impact  
15 accesses to those facilities.  
16 And, of course, there's the positive  
17 impact. Regional and local access would be  
18 enhanced by implementing this facility.  
19 Potential cultural resource impacts.  
20 We've identified that there are 11 sites that will  
21 be impacted by this project. And part of the  
22 mitigation measure is to prepare a programmatic  
23 agreement, which we have also back with our team  
24 members, if you would like to see program  
25 agreements, which then identifies -- which then

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1 identifies any of the requirements that we have  
2 today.  
3 The second resource impact, well, there's  
4 a potential that part of the project would impact  
5 planned and recreational trails. What would be our  
6 mitigation measure? It would be that during final  
7 design, we would engage -- we would engage the  
8 planning facilities or planning entities within the  
9 area to accommodate future planned trails that  
10 impact our facility. And, of course, we will try  
11 to -- we will do our best to maintain access to any  
12 of the pristine trails during construction.  
13 Potential air quality impacts. Well,  
14 since we will be implementing a high-speed  
15 facility, which will then reduce any of the idle  
16 time and the travel time, the positive impact will  
17 be the implementation of this facility will improve  
18 the regional air quality.  
19 Now, as with any construction project, we  
20 would -- during construction, there's a potential  
21 of increasing carbon monoxide, MPM 10, during that  
22 phase. What would be our mitigation measure?  
23 Evaluate and implement strategies that reduce  
24 engine activity and idle time and so on, admissions  
25 during construction and then, of course, we have to

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1 deal with the Maricopa County dust control  
2 requirements. So that would be emphasized during  
3 construction or enforcing during construction.  
4 Potential traffic noise-level impacts.  
5 Well, there will be some temporary impact from  
6 traffic noise during construction. What would be  
7 the mitigation measure? Properly maintaining  
8 equipment, having it tuned up, make sure it's in  
9 working -- good working order, try to keep it  
10 away -- as far away from residences as possible.  
11 And of course, as with any ADOT project, we will  
12 engage the public entity and the local jurisdiction  
13 to let them know what the construction phasing and  
14 construction activities are.  
15 Potential visual resource impacts. Well,  
16 we're going to be -- if we're going to be  
17 implementing this facility, you're going to have a  
18 visual impact with your horizon. So you're  
19 creating a noticeable feature in the landscape.  
20 Mitigation measures would be, as with any of the  
21 freeways we have around the Maricopa County area,  
22 we'll use shielded or fishers to reduce the light  
23 over the will happen. Evaluate the visibility of  
24 painting, landscaping. We intend to develop a  
25 system and of course landscaping as necessary.

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1 Potential water resource impacts. We have  
2 identified that nine washes will be permanently  
3 impacted. And as part of the process, during final  
4 design, we have to obtain clean water permits and  
5 any of those permits for 404s and 401s that have  
6 been identified so far. And, of course, since this  
7 is -- since this is a pretty large facility, there  
8 will be more than one acre of ground disturbance,  
9 which can trigger a preparation of the Strong Water  
10 Pollution Prevention Plan during final design,  
11 which will be enforced and implemented during  
12 construction.  
13 Potential biological resource impacts.  
14 Well, there's a potential of the vegetation and  
15 wildlife. What would be our mitigation measure?  
16 Re-vegetate the disturbed areas, and there's  
17 potential to impact some of the species and species  
18 protected under the Migratory Bird Treaty Act. And  
19 here's a picture of a very cute burrowing owl.  
20 Now, we will survey during final design, for  
21 foresting and burrowing owls and relocate as  
22 necessary. And we would implement measures to  
23 prevent any spread of invasive species. These are  
24 some of the mitigation measures that ADOT asks for  
25 the projects.

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1 Potential hazardous material impacts. We  
2 have identified that there are some potential sites  
3 within the area. During final design, we would  
4 investigate those identified areas. We would then  
5 find out exactly to what extent they are impacting  
6 the area, and then, of course, dispose of it as  
7 necessary.  
8 TEAM MEMBER: And then -- I'm sorry to  
9 interrupt. Go ahead.  
10 MS. RILEY: We would also test and treat  
11 for lead-based paint and asbestos-containing  
12 material in any of the ADOT infrastructure. And  
13 these are the mitigation measures that we do with  
14 all the ADOT projects.  
15 TEAM MEMBER: And I was just going to say  
16 real quick, that that picture that you see, that is  
17 not what we do, that's what find and clean up.  
18 MS. RILEY: We do not do that. We found  
19 that. Now, on the phasing of that -- on the  
20 phasing of this facility, the section from 202 to  
21 Ellsworth, the final design dollars are available  
22 in fiscal year 2011, and the construction dollars  
23 are available in 2016. And, again, this is the  
24 first phase, what we call "first phase" from 202 to  
25 Ellsworth. The City of Mesa, ADOT and MAG are in

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1 negotiations to see if we can advance the  
2 construction.  
3 Now, the main section from Ellsworth to  
4 Meridian, design and construction dollars are  
5 programmed in during 2026 to 2030.  
6 The last section within Pinal County that  
7 we'll address now, is currently unfunded. And with  
8 that, I'm going to turn it over to Julian.  
9 MR. AVILA: Thank you, Annette. If you  
10 could turn on the other slide for a moment. Thank  
11 you very much. Some of you who have been with us  
12 as we started this process back in '06, remember  
13 this slide. And back then, we are over here, at  
14 the beginning. As I mentioned, we at an important  
15 milestone tonight, because we're almost there. And  
16 we're getting ready now to start the comment and  
17 question period. But before I go, I just want to  
18 give you a quick reminder, comments and -- I should  
19 say, we're going to do question and answer first.  
20 And we'll be collecting those right now, Audra is  
21 walking around. If you have any of those, this  
22 will be answered, tonight here in this forum. And  
23 if you have to go, you cannot stay, this will be  
24 the one you fill out, you've got this or have  
25 received this one when you walked in. Just handed

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1 out from the young ladies in the back and we will  
2 take care of that.  
3 And then afterwards, is when we'll do the  
4 actual public hearing section, where you get a  
5 chance to come up, we'll give you the microphone,  
6 with three-minute limit and, like I mentioned, the  
7 only reason we did that is because we have the  
8 place reserved until 8 o'clock. And the library  
9 will close at 8 o'clock. So that's what we're  
10 doing.  
11 And so with that, are there any questions  
12 that you have about the project, given the  
13 information you saw?  
14 Go ahead.  
15 MS. RILEY: As with any ADOT projects,  
16 without the competent and very efficient team of  
17 consultants, we wouldn't be where we are. So I  
18 would like to invite Steve Wilcox, who's our  
19 general consultant on this project. Mike Shirley,  
20 who's our environmental consultant. These are the  
21 experts that will help us answer your questions.  
22 And Rebecca, who's our environmental planner for  
23 this project, ADOT's environmental planner.  
24 TEAM MEMBER: The question reads:  
25 Benefits appear to be marginal until the 802

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1 reaches Meridian and Ironwood. Can a temporary  
2 highway be installed?

3       Once we get through the environmental  
4 process, and we've selected the corridor, we  
5 receive the federal action that clears us  
6 environmental for the corridor. That does hold  
7 opportunities for different publication strategies.  
8 Obviously, that depends on funding being able to  
9 come forward so we can do things like acquire the  
10 right-of-way, do some design, things of that  
11 nature. Until we get to the point where funding is  
12 identified to extend the highway east of Ellsworth  
13 Road, a lot of those studies wouldn't occur. But  
14 certainly something that could be looked at, if  
15 requested by local agencies or funding would come  
16 forward, to build some sort of an interim  
17 improvement.

18       TEAM MEMBER: The question is: First of  
19 all, thank you, ADOT, for working hard to create  
20 jobs in this tough economy for Arizona. What is  
21 the estimated cost for design and construction for  
22 each of the phases of the project?

23       I do happen to have that. I do need to  
24 look at my notes though. The Phase I project that  
25 builds an interim connection between the 202 and

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1 Ellsworth Road, the total estimated cost at this  
2 point in time, is about 195 million dollars. That  
3 includes final design, right-of-way and  
4 construction. So that's a total cost figure that  
5 we would be looking at.

6       For the section from Ellsworth to  
7 Meridian, the total cost is estimated to be about  
8 275 million dollars.

9       And the segment to Pinal County between  
10 Meridian Road and Ellsworth Road is approximately  
11 42 million dollars. Now, I'll mention that the  
12 segment between Meridian and Ellsworth is unfunded.  
13 That's primarily because that's outside of the  
14 Maricopa County. People that voted for Proposition  
15 400 back in 2004-2005, voted for the sales tax  
16 increase for transportation in Maricopa County.  
17 Unfortunately, that segment is outside of Maricopa  
18 County. So funding would have to be provided from  
19 downtown. There are other funding sources that  
20 have to be identified. So there is a distinction  
21 of that last mile and a half versus the balance of  
22 the project.

23       TEAM MEMBER: The question is: Has the  
24 Williams Field Airbase Super Fund site been  
25 accounted for in the EIS.



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1 Just a quick correction on that. It's not  
2 an EIS, it's an EA. There is a difference there.  
3 But, yes, the segment between Ellsworth and the  
4 202, we have done 17 Phase I's on those, on that  
5 section so far. And all the impacts have been  
6 accounted for and documented.

7 MS. RILEY: Here's a question: Funding  
8 dates, question mark. Was the land to be purchased  
9 prior to these dates? When will land be  
10 purchased?

11 Well, as mentioned, for Phase I, where  
12 they're calling from 202 to Ellsworth, we do have  
13 agreements in place with the City of Mesa and MAG  
14 and ADOT into phasing some of the right-of-ways, so  
15 we can go ahead and do advanced purchase of that  
16 segment. For the rest of the segments, I do not  
17 have dates. Okay. All of the dollars are lumped  
18 into 2026 to 2030. So at this point in time I do  
19 not have an answer for that.

20 Here's another question: What is the  
21 likelihood of funding getting advanced?

22 Well, as mentioned, for Phase I, we are  
23 working at -- we have already worked on advancing  
24 the right-of-way and the final design dollars.

25 We're in the process of working with, again, City

0026

1 of Mesa and MAG to advance the construction  
2 dollars.

3 Will completion of construction be  
4 completed ahead of the current schedule?  
5 It's likely. But it all depends on that  
6 agreement it affects.

7 If so, what date would you give?

8 If this agreement goes into place, then we  
9 can start construction for Phase I. Again, from  
10 202 to Ellsworth. Those dollars will be available  
11 to us in 2012.

12 These are all similar questions. So I'm  
13 just going to take them.

14 What is the status of the agreement  
15 between Mesa and ADOT to complete the segment to  
16 Ellsworth Road?

17 And I think I've already answered that  
18 question. We're working to advancing the  
19 construction dollars to 2012.

20 Was is the possibility of accelerating  
21 construction of the freeway from Ellsworth to  
22 Meridian?

23 Again, the funding is in 2026 to 2030. So  
24 at this point time, I do not have an answer.  
25 TEAM MEMBER: This question is: What

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1 considerations have been given to the mass transit  
2 options as an alternative to new roads? This road  
3 will only provide temporary relief and will soon be  
4 just as congested as the rest. How will that be  
5 accommodated in the future?  
6 Well, as it relates to transit, looking  
7 over the long term, with a reasonable  
8 transportation plan, most of the mass transit  
9 technologies have been identified, are express bus  
10 and bus rapid transit that would use HOV lanes on  
11 the freeway facilities. That is the plan and  
12 program, and still is the regional transportation  
13 planned program for the Santan Freeway throughout  
14 the length of the corridor. In fact, all of the  
15 freeway systems that are existing today implement  
16 HOV lanes. And over time, Valley Metro would  
17 implement their express bus and bus rapid transit  
18 program to use those HOV lanes. That is what is  
19 expected in this area of the Valley, as well. I  
20 think there are express buses that are planned to  
21 use for future for Williams/Gateway -- Phoenix Mesa  
22 Gateway Airport as park-and-ride with those  
23 facilities branching off of there. In addition,  
24 we're planning for a future HOV lane, directional  
25 ramp connections and lanes on the 802 Freeway as

0028

1 well. Let me step over to the map, just briefly.  
2 The whole length of the corridor on the 802 is  
3 being planned with an open median similar to one  
4 like the 202 Santan Freeway is today. Where that  
5 future median would be paved for the future HOV  
6 lane to support multiple out-routes for vehicle use  
7 and also bus-rapid transit express bus.  
8 In addition, the freeway-to-freeway  
9 interchange is planned and being designed to  
10 support a future HOV ramp that would connect  
11 between the 802 to the 202 to and from the west,  
12 matching the direction of the bus rapid transit and  
13 the regional transportation plan program.  
14 TEAM MEMBER: Thank you, Steve.  
15 This question says: What are the  
16 population growth expectations during the period  
17 from 2010 to 2030?  
18 And using figures from the Maricopa  
19 Association of Governments, which is a local  
20 metropolitan planning organization, in 2010, it's  
21 expected to be about 3.2 million people. And about  
22 2025, 2030, it's right now expected to be about 6.1  
23 million.  
24 MS. RILEY: I have a question here. I'm  
25 just checking to make sure that we're not

0029

1 duplicating questions. Beyond Ironwood, has a plan  
2 been established to extend further? Since Phase I  
3 to II will not be ready until approximately 2026,  
4 will it be another 20 years to extend further?

5 Well, if you'll remember the slide that we  
6 showed about the regional study area, the US 60 in  
7 the alignment and also the extension of the 802  
8 into Pinal County, all of those outside of Maricopa  
9 County, those projects are not funded right now.  
10 So there's no funding that's been identified.

11 Since Phase I or II will not be ready  
12 until approximately 2026, maybe, we don't know. It  
13 will depend on the priorities for the State on  
14 which areas have been prioritized, which projects.  
15 So we cannot project at this point in time.

16 I have a question here. Is this the SR  
17 802 or 24 Freeway? Is there a difference?

18 It's a freeway that's going to connect  
19 from 202 to Ironwood. When we kicked off this  
20 study, we had a planning number that was designated  
21 by MAG and ADOT. ADOT used the designation 802.

22 At this point in time, the Transportation Board and  
23 MAG have taken actions to rename it to 24. So  
24 officially, after this public hearing, and after  
25 the environmental report has been closed out, and

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1 we kept this name so that everybody has been  
2 familiar with this number. So this is a study  
3 number, kind of like a placeholder that we've been  
4 using. So now it has been adopted that it will be  
5 24. So at some point in time in the future, we  
6 will give it an official renaming. Okay.

7 MR. WILBRINK: One question that's more of  
8 a regional question, why would ADOT do a patchwork  
9 build around Gold Canyon rather than an extension  
10 of the 802 corridor? It could possibly be a  
11 highway rather than a freeway to minimize the cost  
12 going across Pinal County to Highway 79, 60 or  
13 Florence Junction.

14 So the question is basically asking rather  
15 than building this realignment around the Gold  
16 Canyon area, why can't we get something on the  
17 ground going straight to Florence Junction. To the  
18 question: The assumption is that the US 60 Highway  
19 today doesn't need to be a freeway. That the  
20 predominant movement needs to be the highway first.  
21 The challenge that we have is, regionally, there's  
22 so much traffic on US 60, that's the highway that  
23 goes to the predominant movement of east and west.  
24 With all the traffic signals that are on that  
25 highway, we have several accidents creating several

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1 safety issues and we are trying to resolve those  
2 safety issues. Granted, we want to get all these  
3 systems built as quickly as we can. The purpose  
4 and need, if you will, for this highway, it still  
5 carries a significant volume of traffic. It has  
6 accidents, and we still have to improve it. So all  
7 these facilities we're trying to improve. Until we  
8 get the rest of the improvements worked out, it's  
9 really difficult for us to make an informed  
10 decision as to which route and where those routes  
11 should be located. So rather than taking a guess,  
12 we're waiting until all those studies move forward.  
13 And that's why we're keeping the funding for the  
14 other US 60 improvements.

15 MS. RILEY: Just so you know, that's  
16 Berywn Wilbrink, he is the consultant for the US 60  
17 alignment study. So if you have any more  
18 questions, just go to him, on that project.

19 MR. WILBRINK: And it does get confusing,  
20 because as you're traveling on our freeways from  
21 one segment to the next, and you're approaching in  
22 some cases a construction project, then miles down  
23 another one, as you're driving, it appears it's  
24 just one freeway, and one construction project.  
25 But as is very typical, we break them up into

0032

1 completely different things. And that's why you  
2 see this passing of the mark, plus you've got folks  
3 assigned to different areas.

4 MR. AVILA: Are there any other questions  
5 that you would like answered today? As I  
6 mentioned, after this portion, we are going to open  
7 it up for the public hearing part, where you have a  
8 chance to actually get the mike for three minutes.

9 But before we do, I'm checking just to see if we  
10 have any more blue cards coming up. I believe  
11 there's a gentleman still working on one. And I  
12 want to thank you all very much, again, for your  
13 patience. I hope everyone in this room is  
14 expecting to see the Star Wars Trilogy, we won that  
15 show. I'm running out of things to say.

16 MS. RILEY: Here's a question. If funding  
17 is set through Meridian, why would you not divide  
18 the lane now?

19 The funding is set. But in 2026, 2030,  
20 those funds are on the books, but not available to  
21 be gotten right now. So when the funding becomes  
22 available in those fiscal years, yes, we would be  
23 looking at acquiring, you know, acquire right-of-  
24 way in conjunction with final design and  
25 preliminary design and so on.

0033

1 MR. AVILLA: And like I mentioned earlier,  
2 too, this is the last one, unless some more are  
3 coming. I'm going to go ahead and do the going  
4 once, going twice. So going once, going twice.  
5 Okay. We're going to close that part now. We're  
6 going to head into our open mike segment of the  
7 public hearing. And if you have a comment or  
8 there's something you would like to add, if you can  
9 step up here in the middle of these two columns and  
10 see Audra. She will have a microphone for you.  
11 And then at that point, the clock will start  
12 running, and, again, only for the interest of the  
13 facility, we are limited to three minutes. And  
14 then as the time is gets close, we're going to be  
15 putting up these signs that say, One minute left;  
16 15 seconds left. So that we can go ahead and let  
17 you know, instead of just saying, Sorry. That  
18 would not be nice. If you would like your time  
19 with the court reporter one-on-one, instead of in  
20 this public forum, there is a room right behind us.  
21 She has been there since we started. She is  
22 available now. You don't have to wait, you can go  
23 and see her, or you can do it in this manner. And  
24 with that, I'm going to pass the microphone to  
25 Audra. And as I said, if you've got something you

0034

1 would like to add, please come up here. Thank you  
2 very much.  
3 MS. KOEFFER-THOMAS: Please state your  
4 name and your address for the public record. Thank  
5 you.  
6 MR. STUMP: I'm Steve Stump. I live in  
7 Sun Lakes, Arizona. I'm a part owner in a  
8 corporation that owns a piece of land here. I know  
9 it's your policy to do it this way, but as I've  
10 told several people here that are speaking, you  
11 know, I think this procedure is long, in that you  
12 can tie somebody's land up as long as you do it. I  
13 think ADOT should change that procedure. And I've  
14 told you that personally. And now I'm telling you  
15 that at a public meeting. Thank you.  
16 MR. THOMPSON: And I need to apologize to  
17 the last speaker, there. But I think you've got  
18 short-shift on your answer related to --  
19 MS. KOEFFER-THOMAS: Please state your  
20 name and your address.  
21 MR. THOMPSON: It's Bill Thompson, Mesa,  
22 Arizona. And it is a case where the question was  
23 more related to the shift of funding from an  
24 accommodation era of building a highway that  
25 doesn't currently exist, portion, and rather than

0035

1 putting those funds there, why not put the funds  
2 where it will take relief off from that and solve a  
3 portion of the problem that you're building a move-  
4 around. So I don't think we got a full answer to  
5 what the question was. Is there a possibility that  
6 we can get a better answer on that?

7 MR. ALLEN: Sir, from a technical  
8 standpoint, since this is a public hearing for the  
9 802, I can answer those questions afterwards.

10 MR. THOMPSON: But it is related to 802.  
11 This is taking the funds that could possibly be  
12 used for 802 and moving that forward, rather than  
13 taking the funds and doing an accommodation here,  
14 that rebuilding another highway.

15 MR. ALLEN: And we can follow up. But  
16 going forward, we've just got to keep moving.  
17 Thank you.

18 MS. KOEFFTER-THOMAS: Any other comments?

19 Please state you name and address for the  
20 record.

21 MR. LEWIS: My name is Christian Lewis. I

22 live in Queen Creek, Arizona. I've grown up here

23 all my life. I understand this area and I

24 understand the 60. What I don't understand is, is

25 exactly what this gentleman was saying. It's

0036

1 taking those funds -- that highway, I understand  
2 there's a lot of accidents. I drove that every day  
3 for almost four years going to high school. I live  
4 out -- I use to live out in that area. I

5 understand it's a hazard. But at the same time,  
6 taking relief off of the 60 would be to put funding  
7 into building a -- to be able to get it done, a lot  
8 of the trucks would actually stop going to them.

9 Because they're on their way to Phoenix. 60 is the  
10 only way into Phoenix through Mesa and everywhere  
11 else. And to be able to take the 802 to get around  
12 the 202 South and into Phoenix, it would relieve  
13 traffic. My real point is, why don't they do that?

14 MS. KOEFFTER-THOMAS: Any other comments?

15 TEAM MEMBER: Beryyn, do you want to  
16 answer that question after we're done with the  
17 comment portion? And then we'll swing it back over  
18 to Beryyn and he'll be able to address those  
19 questions in more detail, if that's all right with  
20 the folks.

21 MR. WILBRINK: When we're done. When  
22 we're done. We'll just keep it going.

23 MS. KOEFFTER-THOMAS: Please state your

24 name and address for the record.

25 MS. WRINKLEMAN: My name is Sally

0037

1 Wrinkleman and I live in Gold Canyon. And I'd like  
2 to follow up on the previous comments regarding  
3 Highway 60. From my understanding, the design for  
4 this bypass on Highway 60 has been completed and  
5 there is no funds at this time to take it any  
6 further. Approximately 15 years ago, the  
7 association that I was involved with, Adobe, in  
8 Gold Canyon asked for this bypass. Now that you're  
9 talking the 202, that's there, which was not 15  
10 years ago, that flows into the 101, which was not  
11 there 15 years ago, we don't understand why you  
12 don't follow, taking Highway 60 onto this route of  
13 802, up to the 202. Now, we came from Highway 60  
14 on the 202 down to Elliott, just two minutes. So  
15 the main thrust for the bypass was to keep the  
16 trucks moving. But the trucks really don't want to  
17 go that way, they want to go onto the 202, 60, the  
18 202 North, the 202 South. They really want to go  
19 into the Valley. They don't want to come through  
20 Gold Canyon. And to spend any more time on a  
21 bypass, when we really need it from Florence  
22 Junction into the airport perhaps, but it needs to  
23 go to the 202. So, once again, we're saying forget  
24 the bypass on the 60. Thank you.  
25 MR. HURLEY: I'm John Hurley. I'm from

0038

1 Santan Valley. That's my address. I don't have a  
2 question about the 60, believe it or not. I do  
3 have a question about money. I've been watching  
4 the news lately and know that there was like 787  
5 billion dollars in some lockbox someplace in  
6 Washington, D.C. That was being used for quote,  
7 unquote shovel-ready projects and infrastructure.  
8 Well, this certainly looks like an infrastructure  
9 project to me. And I would like to know if you  
10 guys can get any money out of Washington, D.C.,  
11 maybe you can build both of these things. So the  
12 question I have is, as best I can see, the thing  
13 that's funded, which is great, it's totally  
14 supported, extends access to the 202, about a mile  
15 south on Ellsworth, where you're currently getting  
16 Elliott. And the unfunded portions won't be ready,  
17 or who knows what, for another 10, 15, 100, 800  
18 years from now. And to me, if they gave you some  
19 money out of Washington, D.C., I think you build  
20 the intended purpose of it, which is I'm sure to go  
21 further east than Ellsworth. So my question, can  
22 you get any more money out of Washington?  
23 TEAM MEMBER: Any other comments? Final  
24 call.  
25 MS. RILEY: I'd like to go ahead and

0039

1 answer that. I would love to get money from  
2 Washington. I'd really like to. We worked with  
3 the stimulus funding that we had, the last round.  
4 ADOT really worked with the federal partners in  
5 utilizing all of those dollars to the hilt. We  
6 were one of the very successful states in doing so.  
7 If by some chance there is a passing of -- say by  
8 the legislature, we would be looking to utilize any  
9 of these monies to implement any of the  
10 infrastructure. I can't say that it would be here  
11 at the 802. Again, it would go to a priority list.  
12 And where the completions -- what phase of  
13 completion we are at when that becomes available.  
14 So definitely we would love to have those dollars.  
15 Which kind of segues into, I'd like to recognize  
16 our federal partners here, present tonight. Mary  
17 Fry, who's our environmental liaison or planner  
18 through FHWA. Ken Davis, who's also our federal  
19 partner with this project and has been engaged with  
20 all these new members. So if you do have any more  
21 federal funding questions, please go right ahead  
22 and ask her.  
23 MR. WILBRINK: You mentioned about the  
24 Feds, and there they are. There was a question  
25 asked prior about funding of sites, of Maricopa

0040

1 County, Gold Canyon, especially US 60. And those  
2 are very good questions and we get them all the  
3 time. And I would like to take a moment to address  
4 that. And the reason you saw me tapping people on  
5 the shoulder, going back in the room, is because  
6 the public hearing process is actually very formal.  
7 And there is a structure to it by Federal law,  
8 which is why we're doing it this way. It wasn't  
9 something we just decided to cook up and avoid. It  
10 does have its guidelines and we must follow it  
11 because it's the law. However, since there is  
12 time, and if we could -- if we have a long line  
13 here of folks waiting, we're going to be here until  
14 2 a.m. So the Council, so here we are. I'm going  
15 to answer your questions about Gold Canyon, US 60,  
16 and those questions that were asked here.  
17 The answer lays in this graph right here.  
18 Where's the money coming from and why is the money  
19 only in one area and why is the money not in  
20 another area, and who did it, and where do we get  
21 them?  
22 Back in 2004 -- actually, it started  
23 prior -- there was a transportation plan here in  
24 Maricopa County that was about to expire. And that  
25 transportation plan is where the money comes from



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1 to fund all the projects that you see within the  
2 Valley, and all the construction, all the studies,  
3 that's where that money comes from. So how --  
4 where did the money come to from? In about 2003,  
5 even prior, because that Prop 800, which was  
6 funding all of that, expired at that time. But  
7 business and community groups and citizen groups  
8 provided input to the Maricopa Association of  
9 Governments, which is a local Metropolitan planning  
10 association for Maricopa County. They deal in more  
11 than just transportation. You can go to their  
12 website, MAG, M-A-G, it will take you right there.  
13 You can go on it. They also deal with issues of  
14 water rights, land, all kinds of things, not just  
15 transportation. Now, who are these people? They  
16 are the elected mayors and officials from every  
17 city in Maricopa County. So they make the  
18 decisions as to long term, of what's going to get  
19 built, when is it going to be built, and what's  
20 going to be addressed. So every elected official  
21 is part of MAG.  
22 And back in '03, they decided to form a  
23 committee, Transportation Policy Committee, TPC.  
24 They meet monthly. It is an open meeting to the  
25 public. They make decisions that affect every

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1 single person here. And at those meetings and at  
2 that committee, they decided to then put together a  
3 plan, the plan that will address all transportation  
4 needs until the year 2025. But because of current  
5 economic downturn, it got extended further. So  
6 contracts got shifted. Their calendar was on  
7 there, their agenda, everything was made public.  
8 They will discuss transportation policy coming  
9 together. They decided what would be built, when  
10 it would be built, and where it would be built, and  
11 in what five-year sequence it will be built. They  
12 made a determination, they said, You know what, it  
13 looks good, give it to the people, if they want it,  
14 they'll vote for it, if they don't want it, they  
15 won't vote for it. If you lived here in 2004 here  
16 in Maricopa County, it was Prop 400, the tax. Half  
17 a penny of everything we buy goes to fund these  
18 projects. And this is where we are. These are all  
19 the things I covered. This is what we got. All we  
20 do is we follow that plan, as to what time frame,  
21 and we go forward and study it, and then eventually  
22 there's money, design it and construct it. All the  
23 while we worked with it closely, with the Highway  
24 Administration, and because we're looking at  
25 projections. Remember the question someone asked

0043

1 me about what are the projections of the population  
2 in 2010, and 2025. And I cited MAG. We're working  
3 on those figures. Sometimes the growth does not  
4 occur when these folks expected it to be.  
5 Sometimes it grows different in other parts. And  
6 there was a freeway that was scheduled to be built  
7 here in later years, but the growth, that's here  
8 now. So they move around to accommodate for the  
9 growth as it occurs.

10 And this is why we're doing the study now  
11 to finish up construction working with the City to  
12 accelerate the first part from the airport to  
13 Ellsworth, because the money -- this guy said okay,  
14 that folks voted and said okay, too. That's why  
15 it's there.  
16 When you go to the US 60 and Gold Canyon,  
17 you know where it's at? It's outside Maricopa  
18 County. This is a Maricopa Association of  
19 Governments. You'll have to work with their  
20 Metropolitan Planning Association to give you  
21 something like this. But they don't give it to  
22 you, you pay for it.  
23 So Maricopa County has a planning --  
24 transportation plan that assists you, that's where  
25 it comes from. The other folks are working on

0044

1 getting one. So that's the distinction. And  
2 because it's all the Arizona Department of  
3 Transportation, so we have to then address that  
4 whole thing. That we have to deal with each  
5 individual source of funding, individually. And  
6 that is the -- I mean, the real problem is trying  
7 to convince as much as possible, because there's  
8 always more to it and there's a lot more stuff to  
9 it. But I'm -- that is the short answer as to  
10 explaining what the -- as far as where the funding  
11 comes from, why is there always construction in the  
12 Valley, and you see as much as you travel to  
13 outside counties, areas, even though there are a  
14 lot of active projects going on and some of them  
15 are getting built right now. If you go to our ADOT  
16 website and go under the statewide projects, it  
17 actually mentions the stuff that is going on  
18 outside of the county. And we can talk some more,  
19 but as I said, this is actually a little bit  
20 different than other public hearings, if you don't  
21 think we, quote, answered, but I only counsel the  
22 Feds. So is there any more questions, anybody  
23 else?  
24 MS. RILEY: Ken's up here to kind of do  
25 the second phase of the answer to this gentleman's

0045

1 question.

2 MR. DAVIS: I'm Ken Davis with the Federal  
3 Highway Administration. A gentleman up here asked  
4 about the stimulus plan. There's about 40 billion  
5 dollars of the entire stimulus package that was  
6 dedicated to highways, the Federal Highway Program.  
7 Arizona received about 521 or 22 million of that,  
8 that was Arizona's share. That's by formula. And  
9 Arizona has spent all of that money, either the  
10 State of Arizona, ADOT, or several little agencies.  
11 So there is none left available. They're still  
12 finishing some of those projects. So the money is  
13 still being spent, but all the money's been  
14 dedicated to specific projects and there is no  
15 more, unless Congress enacts some more. So that is  
16 the short answer to the stimulus question.  
17 There was also -- you heard the term "tire  
18 grants" making the news. There was 1.5 million  
19 dollars available for tire grants, those were  
20 competitive. There's a number of Arizona entities  
21 that put in for them. There was only one project  
22 granted in Arizona, that was 62 million for a  
23 transit-related project in Tucson. That's what I  
24 can tell you about the stimulus money and its  
25 application in Arizona.

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1 MS. RILEY: Thank you, Ken. Any other  
2 comments or questions that you may have? We still  
3 have a little bit of time.

4 MR. AVILA: If there's someone who will do  
5 that, we're going to go ahead and open it back up  
6 to the open-house part, like we did when we first  
7 started. And I do want to remind you that there is  
8 another court reporter right behind us, in case you  
9 do change your mind and decide you would like to  
10 add a comment. She is behind us. And I'm going to  
11 make the same announcement as before, going once,  
12 going twice. If there's no takers, then we're  
13 going to go ahead and close and go into our open  
14 house. Going once, going twice, sold. Thank you  
15 all so much for coming. And we'll be here, team  
16 members will be here to answer your questions.  
17 Thank you very much.

18 (Proceedings concluded at 7:54 p.m.)

19  
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23  
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1  
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4  
5  
6  
7 I HEREBY CERTIFY that the foregoing was  
8 taken before me, MADELINE K. ADAMOLI; that all  
9 proceedings had upon the taking of said hearing  
10 were recorded and taken down by me on a steno  
11 machine as backup and thereafter reduced to writing  
12 by me; and that the foregoing 46 pages contain a  
13 full, true, and correct transcript of said record,  
14 all done to the best of my skill and ability.

15  
16 WITNESS my hand this 13th day of  
17 December, 2010.  
18  
19  
20  
21

22 MADELINE K. ADAMOLI  
23 Court Reporter  
24  
25

2010 10 13 Nelson Chandler email w response

-----Original Message-----

From: Julian Avila Jr  
Sent: Friday, October 15, 2010 11:01 AM  
To: 'nelson.c.chandler@boeing.com'  
Subject: RE: SR802 comment

Good morning,  
Thank you for contacting ADOT. The SR 802 was recently separated into two sections.

From the Loop 202 to Ironwood Road in Maricopa County, this section is advancing and includes final design for the first mile of roadway from Loop 202 to Ellsworth Road.

The portion of SR 802 that is proposed to continue east into Pinal County has been suspended until advancement of the North-South Corridor regional study.

The North-South Corridor study will better serve the area you mention. Public Meetings are coming up and you can find out more about this study at:

<http://www.azdot.gov/northsouthcorridorstudy/>

Thank you again and let me know if you have additional questions.

Julian

Julian Avila  
Arizona Department of Transportation  
Community Relations Project Manager

-----Original Message-----

From: Chandler, Nelson C [mailto:nelson.c.chandler@boeing.com]  
Sent: Wednesday, October 13, 2010 1:23 PM  
To: ValleyFreeways  
Subject: SR802 comment

The proposed SR802 road cuts across too far north. According to the map I'm looking at the proposed road goes east at Frye but most of our residents live further south. Ideally 802 would keep going diagonally South-East all the way to Ocotillo (or further) before crossing Ironwood. We do not have any freeways out in the Queen Creek/San Tan Valley area and we need them badly.

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2010 11 05 Apache Junction Agency Comments

From: Rebecca Swiecki [RSwiecki@azdot.gov]  
Sent: Monday, November 08, 2010 6:14 AM  
To: 'Mike Shirley'; 'audrapsainc@cox.net'  
Cc: Annette Riley; 'Wilcox, Steve'  
Subject: FW: H6867 - SR802 - Draft Environmental Assessment Report

Follow Up Flag: Follow up  
Flag Status: Red

Please see the comments below. - Rebecca

---

From: Giao Pham [mailto:gpham@AJCity.Net]  
Sent: Friday, November 05, 2010 2:31 PM  
To: Rebecca Swiecki  
Subject: FW: SR802 - Draft Environmental Assessment Report

Rebecca,

Attached are some questions/comments for the Draft Report from our internal staff.  
If you have questions please contact me. Thanks.

Giao N. Pham, PE, CPM  
City Engineer  
575 E. Baseline Ave  
Apache Junction, AZ 85119  
Email: gpham@ajcity.net Phone: 480-982-1055  
Service Over and Above the Rest

Public Works Opinion Poll

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From: Giao Pham  
Sent: Wednesday, November 03, 2010 10:02 AM  
Page 1

2010 11 05 Apache Junction Agency Comments

To: Fred Baker; Brad Steinke  
Cc: Bryant Powell; David Fern  
Subject: RE: SR802 - Draft Environmental Assessment Report

Gentlemen,

Thanks for the input. I will forwarding this information to the consultant.

Giao N. Pham, PE, CPM

City Engineer

575 E. Baseline Ave

Apache Junction, AZ 85119

Email: gpham@ajcity.net Phone: 480-982-1055

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From: Fred Baker  
Sent: Tuesday, November 02, 2010 3:08 PM  
To: Giao Pham; Brad Steinke  
Cc: Bryant Powell; David Fern  
Subject: RE: SR802 - Draft Environmental Assessment Report

Giao:

1) I do not know why they did not include AJ population in Table 2-1. The populations numbers listed are noted as sourced from the Department of Commerce. They did not contact this Department.

2) I did not see a Table 4-1 on pg. 49; there is a Figure 4.1 on page 41 which shows existing land use, not population. They also display a "Planned Land Use "

Page 2

2010 11 05 Apache Junction Agency Comments

, Figure 4.3 which reflects the City's Zoning ( not sure this is an accurate portrayal. Figure 4.3 should show the City's General Plan of "Mixed Use with residential up to 8 units per acre with commercial uses and eventually Portalis.

To Dave's concern on the Screen Lines and the Table that shows less traffic on Ironwood is that they are assuming Signal Butte, Crimson, and Meridian will be "finished to six lanes" by 2030 i.e. , it appears that they are predicting less traffic on Ironwood as a result.

Also, they reference Gilbert, Queen Creek General Plan but not AJ's. They reference Queen Creek's Small Area Transportation Study but not AJ's current or future updated Study.

Fred

From: Giao Pham  
Sent: Monday, November 01, 2010 2:56 PM  
To: Brad Steinke; Fred Baker  
Cc: Bryant Powell; David Fern  
Subject: SR802 - Draft Environmental Assessment Report

Brad/Fred,

When you get a chance please forward any comments (within 1-2 weeks) you might have regarding the report to me so I can respond to ADOT. My comments are as follows:

1. Page 11 - not sure why they didn't include Pinal County or AJ's population in Table 2-1
2. Page 49 - not sure why they didn't' include AJ's population in Table 4-1
3. Minor misspelled words and errors....Town of Apache Junction instead of the City etc.



2010 11 05 Apache Junction Agency Comments

Thanks.

Giao N. Pham, PE, CPM

City Engineer

575 E. Baseline Ave

Apache Junction, AZ 85119

Email: gpham@ajcity.net Phone: 480-982-1055

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From: David Fern  
Sent: Wednesday, October 27, 2010 1:15 PM  
To: Giao Pham  
Cc: Bryant Powell; Brad Steinke; Fred Baker  
Subject:

Giao,

See website address in attachment for full Draft Environmental Assessment Document (DEA) -State Route 802, Williams Gateway Freeway DEA.

My comments are as follows:

o I don't understand how Ironwood Drive is the only street in the study that has negative (-) increases in traffic For Screen Line 5 and Screen Line 6 (see pages 18/19 of report) for 2030 No-Build Traffic Scenario. Maybe N/S arterial connections to west are expected to reroute a lot of traffic that way, but just wonder how/what assumptions would have to be made to reflect negative traffic growth in 20 years, especially the way I see traffic backing up approaching US 60, north of Baseline every morning on Ironwood. I believe I saw something from ADOT earlier agreed to eventually fund double left turn lanes at US 60/Ironwood Drive NB to WB US 60 because of expected growing traffic volumes...

2010 11 05 Apache Junction Agency Comments

o How come Phase 3, SR 802 from Meridian to Ironwood is currently unfunded...Somewhere after 2028 when funding in place is a long time..

Not sure how many AJ staff got this letter, but please review the report and include/coordinate final AJ comments back to Rebecca Swiecki-ADOT, c/o David webb at AZTEC by December 15, 2010.

Thanks

David Fern

Public Works Director

575 East Baseline Avenue

Apache Junction, AZ 85119

Telephone: 480-982-1055

email: dfern@ajcity.net

Public Works Opinion Poll

Service Over and Above the Rest

"There is no such thing as a small accomplishment or a small act of kindness. Every act creates a ripple with no logical end." Anonymous

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2010 11 07 Scott Baxter email w response

-----Original Message-----

From: Julian Avila Jr On Behalf Of ValleyFreeways  
Sent: Tuesday, November 09, 2010 2:39 PM  
To: 'scott baxter'  
Subject: RE: State Route 802

Scott,  
Good afternoon, thank you for contacting ADOT. We have an additional study that is looking at transportation solutions in the area you mention. It is called the North-South study and further information can be found on this site:  
<http://www.azdot.gov/northsouthcorridorstudy/>

Have a great day and let me know if you have questions.

Julian

Julian Avila  
Arizona Department of Transportation  
Community Relations Project Manager

-----Original Message-----

From: scott baxter [mailto:vtwin88b@cox.net]  
Sent: Sunday, November 07, 2010 11:41 AM  
To: ValleyFreeways  
Subject: State Route 802

This will help reduce the traffic in QC by all the pinal county residents.  
Excellent job. Lets get it done.  
Any plans to finish the job and punch all the way through to Florence Junction?  
That would very nice option for QC and Pinal residents.

Scott

If pro is the opposite of con, what is the opposite of progress?

<http://www.shopenivausa.com/439558>

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2010 11 08  
Phone Message

Johnny Bock

Ah, yes, my name is Johnny Bock at 602.717.4789. I am completely unclear as to the project according to the website. Um, and I live in that general vicinity. So I'm looking to just talk about the situation and see exactly what, where the proposal is and where it ends at Ironwood and those kinds of issues. If you could please return my call when you have a chance I'd really appreciate it. Thanks.

2010 11 12 Michael Miller email w response  
From: Julian Avila Jr On Behalf Of ValleyFreeways  
Sent: Monday, November 15, 2010 5:03 PM  
To: 'Michael Miller'  
Subject: RE: State Route 802 Public Comment

Michael,

Thank you for contacting ADOT. You can find out more information about Public-Private Partnerships on this website:

[http://www.azdot.gov/highways/Projects/Public\\_Private\\_Partnerships/Principles.asp](http://www.azdot.gov/highways/Projects/Public_Private_Partnerships/Principles.asp)

The information contained within is useful for answering your question.

Julian

Julian Avila  
Arizona Department of Transportation  
Community Relations Project Manager

(602) 712-7355 main-line  
(602) 712-7855 Fax  
(800) 949-8057 Media

---

From: Michael Miller [mailto:mmiller105@gmail.com]  
Sent: Friday, November 12, 2010 3:49 PM  
To: ValleyFreeways  
Subject: State Route 802 Public Comment

I do not live in the study area however I am interested in major transportation projects sprouting valleywide.

After perusing through the EA I am encouraged by the future existence of SR 802 as it will open a variety of new business development in a currently dormant subregion of the county. I stress the business aspects primarily because of the various "airparks" across the valley and a high-speed, high-capacity corridor such as 802

2010 11 12 Michael Miller email w response

can eventually spawn an employment center that seems currently relegated to aviation. State Route 802 will, in due time, initiate a more hybrid business culture turning undeveloped land into a venturesome vista.

The incentive to develop here will naturally be strong between now and the anticipated project schedule when groundbreaking is slated for 2016. I am curious to know how the current plans and concept can potentially be detracted by any proposed public-private partnership as it relates to a right-of-way agreement. Would private land owners be more inclined to exercise the P3 option and develop these propositions faster because of the new state legislation passed last year?

Thank you.

Michael Miller

Phoenix

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2010 11 14 Kyle Robinson email

From: Julian Avila Jr [JAvila@azdot.gov] on behalf of ValleyFreeways  
[MValleyFreeways@azdot.gov]  
Sent: Monday, November 15, 2010 3:28 PM  
To: audrapsainc@cox.net  
Subject: FW: SR802 Public Hearing Input

---

From: Kyle Robinson [mailto:krtrw@yahoo.com]  
Sent: Sunday, November 14, 2010 1:43 PM  
To: ValleyFreeways  
Subject: SR802 Public Hearing Input

I fully support the construction of the 802. I would recommend the route take the most Southerly possible route to facilitate access for people in the Johnson ranch and Queen Creek area. Congestion and through-traffic issues on Ellsworth and Hunt highway could be significantly reduced.

Thank you,  
Kyle Robinson

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2010 11 16 Stuart Boggs Valley Metro RPTA email

From: Boggs, Stuart [mailto:sboggs@valleymetro.org]  
Sent: Tuesday, November 16, 2010 3:55 PM  
To: ValleyFreeways  
Subject: State Route 802 Public Input

Dear Sir/Madame:

I attended the public hearing that was held on November 9, 2010 at the Queen Creek Branch Library. At that meeting, ADOT staff solicited comments on the environmental/engineering studies for State Route (SR) 802. Based on the information presented at that meeting I have the following comments:

- The study team should consider incorporating an HOV to arterial ramp connection from SR 802 that would serve the planned east side passenger terminal at Phoenix-Mesa Gateway Airport. The Regional Transportation Plan currently identifies Supergrid, arterial Bus Rapid Transit, and freeway express routes that will provide service to the airport in the outlying years of the plan. The planned express bus service would benefit from a HOV to arterial ramp connection to the planned east side passenger terminal.

- The concept as presented at the meeting included HOV freeway to freeway transition ramps at the SR 802/Loop 202 interchange. These ramps will connect to planned HOV lanes west of the interchange but not east (north) of the interchange. I would suggest including an additional set of ramps to allow for this latter movement. This would accommodate future transit service from the Superstition Springs park & ride to Phoenix-Mesa Gateway Airport. Such a connection will not only improve access to the airport, but also to the planned redevelopment of the GM proving grounds.

- Has a toll road been considered as a means of accelerating development of both the Maricopa and the Pinal portions of the SR 802 corridor. Such a facility could be undertaken as a design-build-operate contract between a private vendor and ADOT. Acceleration of this project would improve access between Pinal County and the employment centers of the east valley.

Stuart Boggs, AICP, ICMA  
Manager of Transit Planning  
Valley Metro/RPTA

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2010 11 19  
Phone Message

Jim Colenberg

Hello. My name is Jim Colenberg and I own several pieces of property out in section 36 which is east of Ellsworth Road. And, I have some questions regarding the SR 802 freeway. #1 would be: expected timeline from Ellsworth east to Meridian and then to Ironwood. #2 how far south of Williams Field Road the freeway right of way would be and how far south would the north edge of the freeway right of way. #3 the total width of the right of way at Mountain Road and Signal Butte. My number 480.963.6343. And I hope you're having a great day.

2010 12 10 Ted Northrop email w response

From: Julian Avila Jr On Behalf Of ValleyFreeways  
Sent: Wednesday, December 15, 2010 10:03 AM  
To: 'Ted Northrop'  
Subject: RE: SR 802

Ted,

Thank you for contacting ADOT. You have been added to the project contact list. The sign up sheet is public record and will be included as part of the final project document (due to be finalized and published early next year).

Have a great day.

Julian

Julian Avila  
Arizona Department of Transportation  
Community Relations Project Manager

---

From: Ted Northrop [mailto:tnorthrop@atwell-group.com]  
Sent: Friday, December 10, 2010 2:43 PM  
To: ValleyFreeways  
Subject: SR 802

Please put me on the mailing list for future meetings, emails and comments.

Also, is there a sign up sheet for the Nov 9, 2010 meeting that you can share?

Ted Northrop Jr, PE  
Regional Vice President  
ATWELL, LLC  
480.586.2104 Direct  
480.620.8697 Mobile  
480.830.4888 Fax  
4700 E. Southern Avenue | Mesa, AZ 85206

www.Atwell-Group.com  
Offices in North America and Asia

2010 12 10 Ted Northrop email w response

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December 14, 2010

Public Involvement and Partnering Outreach Team  
206 S. 17<sup>th</sup> Ave, Mail Drop 118A  
Phoenix, AZ 85007  
Submitted via email to valleyfreeways@azdot.gov

Dear Public Involvement and Partnering Outreach Team:

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) for State Route 802 (SR802). Please accept these comments on behalf of the Sierra Club's Grand Canyon Chapter and our 12,000 members in Arizona.

The Sierra Club's mission is "to explore, enjoy, and protect the wild places of the earth; to practice and promote the responsible use of the earth's ecosystems and resources; and to educate and enlist humanity to protect and restore the quality of the natural and human environments." The Sierra Club has long been committed to protecting lands and wildlife habitat and ensuring that transportation and development accommodate ecological considerations. Our members have a significant interest in this project as many live or use areas affected by the study area and are concerned about the poor air quality that results from the failure to have a balanced transportation plan that includes adequate mass transit.

As we stated in our scoping comments, this project requires a full Environmental Impact Statement (EIS). The Federal Highway Administration's regulations (23 CFR Part 771) implementing the National Environmental Policy Act of 1999, as amended (NEPA, 42 U.S.C. 4321-4347), make it clear that an EIS is needed for a project of this nature. The relevant passage is 23 CFR 771.115(a)(1-2) which states the following:

Actions that significantly affect the environment require an EIS (40 CFR 1508.27). The following are examples of actions that normally require an EIS:

- (1) A new controlled access freeway.
- (2) A highway project of four or more lanes on a new location.

In our scoping comments, we also encouraged the Arizona Department of Transportation (ADOT) to analyze mass transit alternatives. However, no such alternative was provided in the EA, and a mass transit option was not even considered. At the public meeting held at the Queen Creek Branch Library on November 9, 2010, we again asked about mass transit options during the question/answer session. This question was ignored, and the representative instead mentioned that high-occupancy vehicle (HOV) lanes might be provided at some point in the future. While we strongly support HOV lanes as part of any transportation planning, they cannot be considered mass transit and are not an answer to our requests.

ADOT needs to look toward a range of alternatives in order to minimize traffic problems on a long-term basis. We understand the need to relieve congestion on existing roadways and to connect growing population areas, but roads are only temporary solutions, as is evident by our numerous congested highways and freeways across the state. In order to accommodate transportation within and between our rapidly growing cities and towns, these roads have been consistently widened and manipulated with only short-term congestion relief.

Providing alternative transportation choices to people can dramatically reduce vehicle use, lessening traffic congestion and impacts to human health and the environment.<sup>1,2</sup> Studies have shown that people prefer to have a range of transportation options, and the availability of mass transit provides a closer fit between resident preferences and choices.<sup>3</sup> By providing transit alternatives, the number of vehicles on the road could be significantly reduced, congestion would be relieved on surrounding roadways, and travel time would be reduced. This blend of transportation options would better accommodate current and future traffic demand.

Conversely, we do not believe that the Preferred Alternative would meet the Purpose and Need of the project, except on a short-term basis. The EA states that “without a more efficient system to convey east-west traffic to and from the Santan Freeway, excessive traffic volumes would occur on the east-west screen lines” (pg. 16). However, within the next 20 years, SR802 would likely be just as congested as other highways in the Phoenix metropolitan area, and ADOT would soon look into opportunities to widen it and build more bypasses. This is not an “efficient system.”

Use of this road would also increase air pollution via induced traffic. Newer and wider roads generate more traffic, a phenomenon known as “induced traffic.”<sup>4</sup> According to *The 2007 Urban Mobility Report* by the Texas Transportation Institute, despite all of its freeways, Phoenix ranked 15<sup>th</sup> worst in terms of annual delay per traveler and 13<sup>th</sup> in wasted fuel per traveler.<sup>5</sup> Cars and trucks are significant sources of hazardous air pollutants, which can have a negative impact on human health as well as the environment,<sup>6</sup> and are also the second largest source of greenhouse gas pollutants<sup>7</sup> With the threat of global climate change, we need to be working to reduce greenhouse gases, rather than designing new transportation routes that will further exacerbate the problem. In addition to evaluating the impact of the project on traditional criteria pollutants, the future NEPA documents must also evaluate the impact of the proposal on greenhouse gas emissions. ADOT must, instead, look toward *long-term* solutions rather than such short-term fixes. The focus must be shifted toward reducing the number of vehicles on the road.

In addition to not meeting the Purpose and Need of this project, construction and use of SR802 would have severe negative impacts on the environment and human health. Some of these impacts are discussed in more detail below.

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<sup>1</sup> Newman, P. and J. Kenworthy. 1999. Sustainability and cities: overcoming automobile dependence. Washington, D.C. Island Press.

<sup>2</sup> Clayburgh, J., M. Flowers, S. Vance. 2001. Clearing the air with transit spending. Report to the Sierra Club. Available online at <http://www.sierraclub.org/sprawl/report01>.

<sup>3</sup> Levine, J., A. Inam, R. Werbel, and G. Torng. 2002. Land use and transportation alternatives: constraint or expansion of household choice? Mineta Transportation Institute, San Jose, CA.

<sup>4</sup> *Easing the Burden*, Surface Transportation Policy Project.

<sup>5</sup> *The 2007 Urban Mobility Report*, (College Station, TX: Texas Transportation Institute, 2007).

<sup>6</sup> Environmental Protection Agency. Revised 28 October 2010. Particulate matter: health and environment. Available online at <http://epa.gov/pm/health.html>.

<sup>7</sup> Environmental Protection Agency. March 2006. Emissions from the U.S. transportation sector 1990-2003. Available online at <http://www.epa.gov/otaq/climate/420r06003.pdf>.

### ***Wildlife and plants***

One of our primary concerns about this project is the impact on wildlife and wildlife habitat. Numerous studies have shown that roadways act as major threats to a variety of wildlife populations.<sup>8,9,10</sup> For the most part, the EA only considers effects of construction, not of long-term effects of the proposed road. The EA acknowledges that direct mortality and/or displacement will occur during construction. Relatively few mitigation options are provided, yet the EA assumes that Preferred Alternative will not have a significant impact. No mitigation options were included to reduce ongoing mortality caused by roadkill or to address habitat fragmentation.

We are also very concerned about the assumption that “because the Preferred Alternative does not fall in a designated wildlife linkage, the project is not likely to cause a substantial impairment of any wildlife linkage” (pg. 108). The Arizona Wildlife Linkages Assessment referenced in the EA is only “the first step in a continuing process of defining critical habitat connectivity areas” and is only meant to serve as an “informational resource.”<sup>11</sup> This is not a definite list of all known or possible movement corridors in the state. ADOT, the Arizona Game and Fish Department, and other interested parties continue to meet to refine and expand upon this assessment in an effort to reduce development impacts on wildlife populations. ADOT must consider how this project will affect wildlife populations in the area, including through habitat fragmentation and reduced movement, and must provide suitable mitigation measures.

With regards to the Tucson shovel-nosed snake, the EA states that ADOT “would consider” incorporating any US Fish and Wildlife Service recommendations to minimize project impacts on this species. ADOT *must* incorporate such recommendations, not just consider them. These should have been laid out and specific mitigation measures included in the EA.

No mitigation efforts are planned for impacts to protected plant species other than “notification” of the Arizona Department of Agriculture. Notification does not qualify as mitigation. ADOT must address how such impacts will be avoided.

### ***Air quality***

The EA speculates that the proposed project would not result in any exceedances of air quality standards due to mitigation measures and reduced Mobile Source Air Toxics emissions due to stricter controls on vehicle emissions. However, this project is likely to accelerate development in the area, thus increasing the amount of emissions in the near future. There is no guarantee that new technologies will be able to keep up with the accelerated development. It is likely that air quality will be negatively impacted by this project as it encourages additional vehicle traffic. Similarly, which the new road may temporarily relieve traffic congestion, it will likely be heavily congested in the near future, which will also negatively impact air quality.<sup>12</sup>

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<sup>8</sup> Eigenbrod, F., S.J. Hecnar, and L. Fahrig. 2008. Accessible habitat: an improved measure of the effects of habitat loss and roads on wildlife populations. *Landscape Ecology* 23: 159-168.

<sup>9</sup> Fahrig, L. and T. Rytwinski. 2009. Effects of roads on animal abundance: an empirical review and synthesis. *Ecology and Society* 14:21.

<sup>10</sup> Frair, J.L., E.H. Merrill, H.L. Beyer, and J.M. Morales. 2008. Thresholds in landscape connectivity and mortality risks in response to growing road networks. *Journal of Applied Ecology* 45: 1504-1513.

<sup>11</sup> Arizona Department of Transportation. Arizona’s wildlife linkages assessment document. Available online at [http://www2.azdot.gov/Highways/OES/AZ\\_WildLife\\_Linkages/assessment.asp](http://www2.azdot.gov/Highways/OES/AZ_WildLife_Linkages/assessment.asp).

<sup>12</sup> *Easing the Burden*, Surface Transportation Policy Project.

There are significant health risks associated with vehicle emissions. Particulates and hazardous air pollutants emissions will both increase as the area is rapidly developed. Cars and trucks are significant sources of hazardous air pollutants including benzene, formaldehyde, acetaldehyde, as well as numerous other substances. These chemicals can cause serious health effects including cancer and birth defects<sup>13</sup> and contribute to premature death.<sup>14,15</sup> As with many air pollutants, children and the elderly or anyone with a breathing problem are particularly vulnerable.

A mass transit option, on the other hand, would improve air quality in the long-term as more vehicles would be removed from the road and congestion would be relieved.

### ***Climate change***

The EA states that “FHWA does not believe it is informative at this point to consider greenhouse gas emissions in an EA” (pg. 85). However, this is a problem that we need to be addressing *now*. With the threat of global climate change, we need to be working to reduce greenhouse gas emissions, rather than designing new transportation routes that will further exacerbate the problem. The EA comments that “analyzing how alternatives evaluated in an EA might vary in their relatively small contribution to a global problem would not better inform decisions” (pg. 85). We could not disagree more. Yes, climate change is global in nature, but transportation is a major contributor to the problem. Cars and trucks are the second largest source of greenhouse gas pollutants.<sup>16</sup> ADOT’s focus on building new roads rather than looking toward long-term solutions to reduce the number of vehicles on existing roads worsens the problem.

### ***Cost***

The overall construction cost for this proposed highway is estimated at \$514,320,000, not including inflation-adjusted costs and the usual cost over-runs. This also doesn’t include costs for continual maintenance and the likelihood of future widening projects. Considering that this will be a short-term fix, at best, and that growth projections for the area may never even materialize, ADOT should consider whether this is the best use of the taxpayers’ dollars. Wouldn’t it be better to use this money for long-term solutions that will reduce the number of cars on the road and relieve congestion on a long-term basis?

Similarly, why are HOV lanes only being considered in the future and not as part of the initial design? Later inclusion of HOV lanes and future widening projects only cost more money, further damage the landscape, and cause more travel delays.

### ***Summary***

Based on the information provided in the EA as well as the information we provide above, we support the “No Action” alternative but strongly encourage ADOT to design a new alternative that incorporates mass transit. Addition of a new road will only temporarily relieve congestion, at best, but it is not a long-term solution. Traffic congestion will continue to worsen unless real solutions are implemented *now*. The National Environmental Policy Act warns specifically against “any irreversible and

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<sup>13</sup> Environmental Protection Agency. Updated April 2010. Mobile source air toxics. Available online at <http://www.epa.gov/otaq/toxics.htm>.

<sup>14</sup> Pope, C.A., M.J. Thun, M.M. Namboodiri, D.W. Dockery, J.S. Evans, F.E. Speizer, and C.W. Heath. 1995. Particulate air pollution as a predictor of mortality in a prospective study of U.S. adults. *American Journal of Respiratory and Critical Care Medicine* 151: 669-674.

<sup>15</sup> Pope, C.A., R.T. Burnett, M.J. Thun, E.E. Calle, D. Krewski, K. Ito, and G. Thurston. 2002. Lung cancer, cardiopulmonary mortality, and long-term exposure to fine particulate air pollution. *Journal of the American Medical Association* 287: 1123-1141.

<sup>16</sup> Environmental Protection Agency. March 2006. Emissions from the U.S. transportation sector 1990-2003. Available online at <http://www.epa.gov/otaq/climate/420r06003.pdf>.

irretrievable commitments of resources” if it can otherwise be avoided (NEPA § 102, 1969). ADOT should avoid falling into this trap. We need to start working toward *solving* the problem, rather than just providing a temporary fix.

Arizona’s rapid population growth presents numerous challenges, transportation among them. However, we must not sacrifice the unique values of our states. Instead, we need to look toward more comprehensive solutions that will benefit both people and the environment. This area would greatly benefit from a mass transit system that makes sense for people’s needs. Instead of pouring time, money, and resources into constructing new roads that only exacerbate existing problems and induce more development, we need to be working toward sensible transit solutions.

Thank you again for the opportunity to provide comments on this proposal. We hope that ADOT will prepare a full EIS if they plan to move forward with this process. If you have any questions, please contact Sandy Bahr at (602) 253-8633 or [sandy.bahr@sierraclub.org](mailto:sandy.bahr@sierraclub.org).

Sincerely,



Sandy Bahr  
Conservation Outreach Director  
Sierra Club – Grand Canyon Chapter



Tiffany Sprague  
Chapter Coordinator  
Sierra Club – Grand Canyon Chapter



## **Appendix C: Summary of Public and Agency Comments on the Draft Environmental Assessment**

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## David Webb

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**From:** Mark Thompson [Mark.Thompson@florenceaz.gov]  
**Sent:** Wednesday, October 27, 2010 5:15 PM  
**To:** David Webb  
**Cc:** Mark Eckhoff  
**Subject:** ADOT Williams Gateway Freeway DEA

Hello,

The Planning Director, Mark Eckhoff accepts your invitation to participate in the ADOT Williams Gateway Freeway Draft Environmental Assessment Report and will be the main contact person for the Town of Florence. He can be reached at 520-868-7540 or via email at [mark.eckhoff@florenceaz.gov](mailto:mark.eckhoff@florenceaz.gov)

Thanks,

Mark Thompson  
Planner I  
Town of Florence  
P.O. Box 2670  
600 N. Main Street  
Florence, AZ 85132  
Office (520) 868-7572  
Fax: (520) 868-7546  
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## David Webb

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**From:** Mike Shirley  
**Sent:** Monday, November 15, 2010 4:46 PM  
**To:** David Webb  
**Cc:** 05108 - 007 WilliamsGateway; John S. Langan  
**Subject:** FW: H6867 - SR802 - Draft Environmental Assessment Report

Not sure if I had sent this to you or not. These are comments from Apache Junction. Please have someone start putting these in to a comment resolution matrix.

Thanks,

Michael Shirley | [AZTEC](#) | 4561 E. McDowell Road | Phoenix, AZ 85008  
O: 602.454.0402 | D: 602.458.9288 | F: 602.454.0403 | C: 480.215.0540 | [mshirley@aztec.us](mailto:mshirley@aztec.us)

---

**From:** Rebecca Swiecki [<mailto:RSwiecki@azdot.gov>]  
**Sent:** Monday, November 08, 2010 6:14 AM  
**To:** Mike Shirley; 'audrapsainc@cox.net'  
**Cc:** Annette Riley; 'Wilcox, Steve'  
**Subject:** FW: H6867 - SR802 - Draft Environmental Assessment Report

Please see the comments below. - Rebecca

---

**From:** Giao Pham [<mailto:gpham@AJCity.Net>]  
**Sent:** Friday, November 05, 2010 2:31 PM  
**To:** Rebecca Swiecki  
**Subject:** FW: SR802 - Draft Environmental Assessment Report

Rebecca,

Attached are some questions/comments for the Draft Report from our internal staff. If you have questions please contact me. Thanks.

Giao N. Pham, PE, CPM  
City Engineer  
575 E. Baseline Ave  
Apache Junction, AZ 85119  
Email: [gpham@ajcity.net](mailto:gpham@ajcity.net) Phone: 480-982-1055  
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**From:** Giao Pham  
**Sent:** Wednesday, November 03, 2010 10:02 AM  
**To:** Fred Baker; Brad Steinke  
**Cc:** Bryant Powell; David Fern  
**Subject:** RE: SR802 - Draft Environmental Assessment Report

Gentlemen,

Thanks for the input. I will forwarding this information to the consultant.

Giao N. Pham, PE, CPM  
City Engineer  
575 E. Baseline Ave  
Apache Junction, AZ 85119  
Email: [gpham@ajcity.net](mailto:gpham@ajcity.net) Phone: 480-982-1055  
**Service Over and Above the Rest**

[Public Works Opinion Poll](#)

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**From:** Fred Baker  
**Sent:** Tuesday, November 02, 2010 3:08 PM  
**To:** Giao Pham; Brad Steinke  
**Cc:** Bryant Powell; David Fern  
**Subject:** RE: SR802 - Draft Environmental Assessment Report

Giao:

- 1) I do not know why they did not include AJ population in Table 2-1. The populations numbers listed are noted as sourced from the Department of Commerce. They did not contact this Department.
- 2) I did not see a Table 4-1 on pg. 49; there is a Figure 4.1 on page 41 which shows existing land use, not population. They also display a "Planned Land Use", Figure 4.3 which reflects the City's Zoning (not sure this is an accurate portrayal. Figure 4.3 should show the City's General Plan of "Mixed Use with residential up to 8 units per acre with commercial uses and eventually Portalis.

To Dave's concern on the Screen Lines and the Table that shows less traffic on Ironwood is that they are assuming Signal Butte, Crimson, and Meridian will be "finished to six lanes" by 2030 i.e., it appears that they are predicting less traffic on Ironwood as a result.

Also, they reference Gilbert, Queen Creek General Plan but not AJ's. They reference Queen Creek's Small Area Transportation Study but not AJ's current or future updated Study.

Fred

---

**From:** Giao Pham  
**Sent:** Monday, November 01, 2010 2:56 PM  
**To:** Brad Steinke; Fred Baker  
**Cc:** Bryant Powell; David Fern  
**Subject:** SR802 - Draft Environmental Assessment Report

Brad/Fred,

When you get a chance please forward any comments (within 1-2 weeks) you might have regarding the report to me so I can respond to ADOT. My comments are as follows:

1. Page 11 – not sure why they didn't include Pinal County or AJ's population in Table 2-1
2. Page 49 – not sure why they didn't include AJ's population in Table 4-1
3. Minor misspelled words and errors....Town of Apache Junction instead of the City etc.

Thanks.

Giao N. Pham, PE, CPM  
City Engineer  
575 E. Baseline Ave  
Apache Junction, AZ 85119  
Email: [gpham@ajcity.net](mailto:gpham@ajcity.net) Phone: 480-982-1055  
**Service Over and Above the Rest**

#### [Public Works Opinion Poll](#)

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**From:** David Fern  
**Sent:** Wednesday, October 27, 2010 1:15 PM  
**To:** Giao Pham  
**Cc:** Bryant Powell; Brad Steinke; Fred Baker  
**Subject:**

Giao,

See website address in attachment for full Draft Environmental Assessment Document (DEA) -State Route 802, Williams Gateway Freeway DEA.

My comments are as follows:

- o I don't understand how Ironwood Drive is the only street in the study that has negative (-) increases in traffic For Screen Line 5 and Screen Line 6 (see pages 18/19 of report) for 2030 No-Build Traffic Scenario. Maybe N/S arterial connections to west are expected to reroute a lot of traffic that way, but just wonder how/what assumptions would have to be made to reflect negative traffic growth in 20 years, especially the way I see traffic backing up approaching US 60, north of Baseline every morning on Ironwood. I believe I saw something from ADOT earlier agreed to eventually fund double left turn lanes at US 60/Ironwood Drive NB to WB US 60 because of expected growing traffic volumes...
- o How come Phase 3, SR 802 from Meridian to Ironwood is currently unfunded....Somewhere after 2028 when funding in place is a long time..

Not sure how many AJ staff got this letter, but please review the report and include/coordinate final AJ comments back to Rebecca Swiecki-ADOT, c/o David Webb at AZTEC by December 15, 2010.

Thanks

David Fern  
Public Works Director  
575 East Baseline Avenue  
Apache Junction, AZ 85119  
Telephone: 480-982-1055  
email: [dfern@ajcity.net](mailto:dfern@ajcity.net)

[Public Works Opinion Poll](#)

***Service Over and Above the Rest***

*"There is no such thing as a small accomplishment or a small act of kindness. Every act creates a ripple with no logical end."*  
*Anonymous*

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Janice K. Brewer  
Governor

# ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

1110 West Washington Street • Phoenix, Arizona 85007  
(602) 771-2300 • www.azdeq.gov



Benjamin H. Grumbles  
Director

November 19, 2010

ADOT  
c/o Mr. David Webb  
AZTEC  
4561 East McDowell Road  
Phoenix, AZ 85008

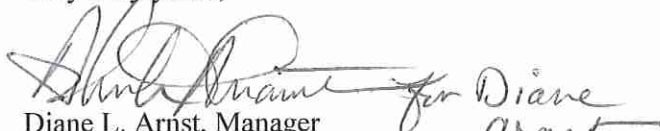
Re: Pinal and Maricopa Counties: DEA for SR 802; Williams Gateway Freeway, SR 202 to Ironwood Drive Project in Eastern Maricopa and Western Pinal Counties

Dear Mr. Webb:

The Air Quality Division has reviewed ADOT letter, dated October 22, 2010, that was submitted to ADEQ for comments. The project submitted may be required to conform with the Arizona State Implementation Plan in accordance with General Conformity requirements in Clean Air Act Section 176(c)(1); 58 Federal Register 63214-63259; 75 Federal Register 17272-17278; Title 40 Code of Federal Regulations Part 93, Subpart B §§ 93.150-165; and Arizona Administrative Code R18-2-1438 (approved into the Arizona State Implementation Plan April 23, 1999; effective June 22, 1999). The project, as noted, is located in nonattainment areas for 10-micron particulate matter (PM10) and 8-hour ozone (O3) and the future PM10 nonattainment area for Pinal County, to be designated in the fall of 2010. Your draft environmental assessment (DEA) appears to have considered air pollution control requirements and the proposed project would have a de minimus impact on the environment. We have enclosed copies of Arizona Administrative Code R18-2-604 through -607 and R18-2-804 for immediate reference, and refer you to both Pinal County Code Chapter 4 and Maricopa County Code Rules 310 and 310.01.

Should you have further questions, please do not hesitate to call Bonnie Cockrell at (602) 771-2378 or Dave Biddle at (602) 771-2376 of the Planning Section Staff.

Very truly yours,

  
Diane L. Arnst, Manager  
Air Quality Planning Section

Enclosures

cc: Bret Parke, EV Administrative Counsel  
David A. Biddle, Environmental Program Specialist  
File No. 246703

Northern Regional Office  
1801 W. Route 66 • Suite 117 • Flagstaff, AZ 86001  
(928) 779-0313

Southern Regional Office  
400 West Congress Street • Suite 433 • Tucson, AZ 85701  
(520) 628-6733



- c. If the burning would occur at a solid waste facility in violation of 40 CFR 258.24 and the Director has not issued a variance under A.R.S. § 49-763.01.
- E. Open outdoor fires of dangerous material. A fire set for the disposal of a dangerous material is allowed by the provisions of this Section, when the material is too dangerous to store and transport, and the Director has issued a permit for the fire. A permit issued under this subsection shall contain all provisions in subsection (D)(3) except for subsections (D)(3)(e) and (D)(3)(f). The Director shall permit fires for the disposal of dangerous materials only when no safe alternative method of disposal exists, and burning the materials does not result in the emission of hazardous or toxic substances either directly or as a product of combustion in amounts that will endanger health or safety.
- F. Open outdoor fires of household waste. An open outdoor fire for the disposal of household waste is allowed by provisions of this Section when permitted in writing by the Director or a delegated authority. A permit issued under this subsection shall contain all provisions in subsection (D)(3) except for subsections (D)(3)(e) and (D)(3)(f). The permittee shall conduct open outdoor fires of household waste in an approved waste burner and shall either:
1. Burn household waste generated on-site on farms or ranches of 40 acres or more where no household waste collection or disposal service is available; or
  2. Burn household waste generated on-site where no household waste collection and disposal service is available and where the nearest other dwelling unit is at least 500 feet away.
- G. Permits issued by a delegated authority. The Director may delegate authority for the issuance of open burning permits to a county, city, town, air pollution control district, or fire district. A delegated authority may not issue a permit for its own open burning activity. The Director shall not delegate authority to issue permits to burn dangerous material under subsection (E). A county, city, town, air pollution control district, or fire district with delegated authority from the Director may assign that authority to one or more private fire protection service providers that perform fire protection services within the county, city, town, air pollution control district, or fire district. A private fire protection provider shall not directly or indirectly condition the issuance of open burning permits on the applicant being a customer. Permits issued under this subsection shall comply with the requirements in subsection (D)(3) and be in a format prescribed by the Director. Each delegated authority shall:
1. Maintain a copy of each permit issued for the previous five years available for inspection by the Director;
  2. For each permit currently issued, have a means of contacting the person authorized by the permit to set an open fire if an order to extinguish open burning is issued; and
  3. Annually submit to the Director by May 15 a record of daily burn activity, excluding household waste burn permits, on a form provided by the Director for the previous calendar year containing the information required in subsections (D)(3)(e) and (D)(3)(f).
- H. The Director shall hold an annual public meeting for interested parties to review operations of the open outdoor fire program and discuss emission reduction techniques.
- I. Nothing in this Section is intended to permit any practice that is a violation of any statute, ordinance, rule, or regulation.

#### Historical Note

Adopted effective May 14, 1979 (Supp. 79-1). Amended effective October 2, 1979 (Supp. 79-5). Correction, subsection (C) repealed effective October 2, 1979, not shown (Supp. 80-1). Former Section R9-3-602 renumbered without change as Section R18-2-602 (Supp. 87-3). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-602 renumbered to R18-2-802, new Section R18-2-602 renumbered from R18-2-401 effective November 15, 1993 (Supp. 93-4). Amended by final rulemaking at 10 A.A.R. 388, effective March 16, 2004 (Supp. 04-1).

#### R18-2-603. Repealed

#### Historical Note

Adopted effective May 14, 1979 (Supp. 79-1). Former Section R9-3-603 renumbered without change as Section R18-2-603 (Supp. 87-3). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-603 renumbered to R18-2-803, new Section R18-2-603 renumbered from R18-2-403 effective November 15, 1993 (Supp. 93-4). Repealed effective October 8, 1996 (Supp. 96-4).

#### R18-2-604. Open Areas, Dry Washes, or Riverbeds

- A. No person shall cause, suffer, allow, or permit a building or its appurtenances, or a building or subdivision site, or a driveway, or a parking area, or a vacant lot or sales lot, or an urban or suburban open area to be constructed, used, altered, repaired, demolished, cleared, or leveled, or the earth to be moved or excavated, without taking reasonable precautions to limit excessive amounts of particulate matter from becoming airborne. Dust and other types of air contaminants shall be kept to a minimum by good modern practices such as using an approved dust suppressant or adhesive soil stabilizer, paving, covering, landscaping, continuous wetting, detouring, barring access, or other acceptable means.
- B. No person shall cause, suffer, allow, or permit a vacant lot, or an urban or suburban open area, to be driven over or used by motor vehicles, trucks, cars, cycles, bikes, or buggies, or by animals such as horses, without taking reasonable precautions to limit excessive amounts of particulates from becoming airborne. Dust shall be kept to a minimum by using an approved dust suppressant, or adhesive soil stabilizer, or by paving, or by barring access to the property, or by other acceptable means.
- C. No person shall operate a motor vehicle for recreational purposes in a dry wash, riverbed or open area in such a way as to cause or contribute to visible dust emissions which then cross property lines into a residential, recreational, institutional, educational, retail sales, hotel or business premises. For purposes of this subsection "motor vehicles" shall include, but not be limited to trucks, cars, cycles, bikes, buggies and 3-wheelers. Any person who violates the provisions of this subsection shall be subject to prosecution under A.R.S. § 49-463.

#### Historical Note

Adopted effective May 14, 1979 (Supp. 79-1). Former Section R9-3-604 renumbered without change as Section R18-2-604 (Supp. 87-3). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-604 renumbered to R18-2-804, new Section R18-2-604 renumbered from R18-2-404 and amended effective November 15, 1993 (Supp. 93-4).

**R18-2-605. Roadways and Streets**

- A. No person shall cause, suffer, allow or permit the use, repair, construction or reconstruction of a roadway or alley without taking reasonable precautions to prevent excessive amounts of particulate matter from becoming airborne. Dust and other particulates shall be kept to a minimum by employing temporary paving, dust suppressants, wetting down, detouring or by other reasonable means.
- B. No person shall cause, suffer, allow or permit transportation of materials likely to give rise to airborne dust without taking reasonable precautions, such as wetting, applying dust suppressants, or covering the load, to prevent particulate matter from becoming airborne. Earth or other material that is deposited by trucking or earth moving equipment shall be removed from paved streets by the person responsible for such deposits.

**Historical Note**

Adopted effective May 14, 1979 (Supp. 79-1). Former Section R9-3-605 renumbered without change as Section R18-2-605 (Supp. 87-3). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-605 renumbered to R18-2-805, new Section R18-2-605 renumbered from R18-2-405 effective November 15, 1993 (Supp. 93-4).

**R18-2-606. Material Handling**

No person shall cause, suffer, allow or permit crushing, screening, handling, transporting or conveying of materials or other operations likely to result in significant amounts of airborne dust without taking reasonable precautions, such as the use of spray bars, wetting agents, dust suppressants; covering the load, and hoods to prevent excessive amounts of particulate matter from becoming airborne.

**Historical Note**

Section R18-2-606 renumbered from R18-2-406 effective November 15, 1993 (Supp. 93-4).

**R18-2-607. Storage Piles**

- A. No person shall cause, suffer, allow, or permit organic or inorganic dust producing material to be stacked, piled, or otherwise stored without taking reasonable precautions such as chemical stabilization, wetting, or covering to prevent excessive amounts of particulate matter from becoming airborne.
- B. Stacking and reclaiming machinery utilized at storage piles shall be operated at all times with a minimum fall of material and in such manner, or with the use of spray bars and wetting agents, as to prevent excessive amounts of particulate matter from becoming airborne.

**Historical Note**

Section R18-2-607 renumbered from R18-2-407 effective November 15, 1993 (Supp. 93-4).

**R18-2-608. Mineral Tailings**

No person shall cause, suffer, allow, or permit construction of mineral tailing piles without taking reasonable precautions to prevent excessive amounts of particulate matter from becoming airborne. Reasonable precautions shall mean wetting, chemical stabilization, revegetation or such other measures as are approved by the Director.

**Historical Note**

Section R18-2-608 renumbered from R18-2-408, new Section R18-2-408 adopted effective November 15, 1993 (Supp. 93-4).

**R18-2-609. Agricultural Practices**

A person shall not cause, suffer, allow, or permit the performance of agricultural practices outside the Phoenix and Yuma planning areas, as defined in 40 CFR 81.303, which is incorporated by reference in R18-2-210, including tilling of land and application of fertilizers without taking reasonable precautions to prevent excessive amounts of particulate matter from becoming airborne.

**Historical Note**

Section R18-2-609 renumbered from R18-2-409 effective November 15, 1993 (Supp. 93-4). Amended by final rulemaking at 6 A.A.R. 2009, effective May 12, 2000 (Supp. 00-2). Amended by final rulemaking at 11 A.A.R. 2210, effective July 18, 2005 (Supp. 05-2).

**R18-2-610. Definitions for R18-2-611**

The definitions in Article 1 of this Chapter and the following definitions apply to R18-2-611:

1. "Access restriction" means restricting or eliminating public access to noncropland with signs or physical obstruction.
2. "Aggregate cover" means gravel, concrete, recycled road base, caliche, or other similar material applied to noncropland.
3. "Artificial wind barrier" means a physical barrier to the wind.
4. "Best management practice" means a technique verified by scientific research, that on a case-by-case basis is practical, economically feasible, and effective in reducing PM<sub>10</sub> emissions from a regulated agricultural activity.
5. "Chemical irrigation" means applying a fertilizer, pesticide, or other agricultural chemical to cropland through an irrigation system.
6. "Combining tractor operations" means performing two or more tillage, cultivation, planting, or harvesting operations with a single tractor or harvester pass.
7. "Commercial farm" means 10 or more contiguous acres of land used for agricultural purposes within the boundary of the Maricopa PM<sub>10</sub> nonattainment area.
8. "Commercial farmer" means an individual, entity, or joint operation in general control of a commercial farm.
9. "Committee" means the Governor's Agricultural Best Management Practices Committee.
10. "Cover crop" means plants or a green manure crop grown for seasonal soil protection or soil improvement.
11. "Critical area planting" means using trees, shrubs, vines, grasses, or other vegetative cover on noncropland.
12. "Cropland" means land on a commercial farm that:
  - a. Is within the time-frame of final harvest to plant emergence;
  - b. Has been tilled in a prior year and is suitable for crop production, but is currently fallow; or
  - c. Is a turn-row.

## ARTICLE 8. EMISSIONS FROM MOBILE SOURCES (NEW AND EXISTING)

**R18-2-801. Classification of Mobile Sources**

- A. This Article is applicable to mobile sources which either move while emitting air contaminants or are frequently moved during the course of their utilization but are not classified as motor vehicles, agricultural vehicles, or agricultural equipment used in normal farm operations.
- B. Unless otherwise specified, no mobile source shall emit smoke or dust the opacity of which exceeds 40%.

**Historical Note**

Adopted effective February 26, 1988 (Supp. 88-1). Amended effective September 26, 1990 (Supp. 90-3). Amended effective February 3, 1993 (Supp. 93-1). Former Section R18-2-801 renumbered to Section R18-2-901, new Section R18-2-801 renumbered from R18-2-601 effective November 15, 1993 (Supp. 93-4).

**R18-2-802. Off-road Machinery**

- A. No person shall cause, allow or permit to be emitted into the atmosphere from any off-road machinery, smoke for any period greater than 10 consecutive seconds, the opacity of which exceeds 40%. Visible emissions when starting cold equipment shall be exempt from this requirement for the first 10 minutes.
- B. Off-road machinery shall include trucks, graders, scrapers, rollers, locomotives and other construction and mining machinery not normally driven on a completed public roadway.

**Historical Note**

Adopted effective February 26, 1988 (Supp. 88-1). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-802 renumbered to Section R18-2-902, new Section R18-2-802 renumbered from R18-2-602 effective November 15, 1993 (Supp. 93-4).

**R18-2-803. Heater-planer Units**

No person shall cause, allow or permit to be emitted into the atmosphere from any heater-planer operated for the purpose of reconstructing asphalt pavements smoke the opacity of which exceeds 20%. However three minutes' upset time in any one hour shall not constitute a violation of this Section.

**Historical Note**

Adopted effective February 26, 1988 (Supp. 88-1). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-803 renumbered to Section R18-2-903, new Section R18-2-803 renumbered from R18-2-603 effective November 15, 1993 (Supp. 93-4).

**R18-2-804. Roadway and Site Cleaning Machinery**

- A. No person shall cause, allow or permit to be emitted into the atmosphere from any roadway and site cleaning machinery smoke or dust for any period greater than 10 consecutive seconds, the opacity of which exceeds 40%. Visible emissions when starting cold equipment shall be exempt from this requirement for the first 10 minutes.
- B. In addition to complying with subsection (A), no person shall cause, allow or permit the cleaning of any site, roadway, or alley without taking reasonable precautions to prevent particulate matter from becoming airborne. Reasonable precautions may include applying dust suppressants. Earth or other material shall be removed from paved streets onto which earth or other material has been transported by trucking or earth moving equipment, erosion by water or by other means.

**Historical Note**

Adopted effective February 26, 1988 (Supp. 88-1). Amended effective September 26, 1990 (Supp. 90-3). Amended effective February 3, 1993 (Supp. 93-1). Former Section R18-2-804 renumbered to Section R18-2-904, new Section R18-2-804 renumbered from R18-2-604 effective November 15, 1993 (Supp. 93-4).

**R18-2-805. Asphalt or Tar Kettles**

- A. No person shall cause, allow or permit to be emitted into the atmosphere from any asphalt or tar kettle smoke for any period greater than 10 consecutive seconds, the opacity of which exceeds 40%.
- B. In addition to complying with subsection (A), no person shall cause, allow or permit the operation of an asphalt or tar kettle without minimizing air contaminant emissions by utilizing all of the following control measures:
1. The control of temperature recommended by the asphalt or tar manufacturer;
  2. The operation of the kettle with lid closed except when charging;
  3. The pumping of asphalt from the kettle or the drawing of asphalt through cocks with no dipping;
  4. The dipping of tar in an approved manner;
  5. The maintaining of the kettle in clean, properly adjusted, and good operating condition;
  6. The firing of the kettle with liquid petroleum gas or other fuels acceptable to the Director.

**Historical Note**

Adopted effective February 26, 1988 (Supp. 88-1). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-805 renumbered to Section R18-2-905, new Section R18-2-805 renumbered from R18-2-605 effective November 15, 1993 (Supp. 93-4).

## David Webb

---

**From:** Tucker, Kathleen A SPL Contractor [Kathleen.A.Tucker@usace.army.mil]  
**Sent:** Monday, November 29, 2010 3:30 PM  
**To:** David Webb  
**Cc:** Rebecca Swiecki; Tucker, Kathleen A SPL Contractor  
**Subject:** SPL-2007-1208-KAT, SR 802 Williams Gateway Fwy EA comments (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: FOUO

Below are my comments on this document.

On page 95, second paragraph, the prelim JD was approved on November 16, 2010.

On page 97, the paragraph that starts with 'additional', the 6th line, jurisdictional drainages seems more appropriate than JD.

On page 98, under conclusion, just to confirm that notification would not be required due to ESA or Section 106?

Thanks for the opportunity to review and comment on this EA.

Kathleen A. Tucker, ADOT Liaison  
Regulatory Branch

U.S. Army Corps of Engineers

3636 North Central Avenue, Suite 900

Phoenix, Arizona 85012-1939

Phone: 602.640.5385 x 254 Cell: 480.510.6205 Fax: 602.640.2020 AZTEC:  
602.458.9297

AZTEC Email: [ktucker@aztec.us](mailto:ktucker@aztec.us)

Internet: [www.spl.usace.army.mil/regulatory](http://www.spl.usace.army.mil/regulatory)

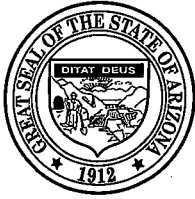
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Classification: UNCLASSIFIED

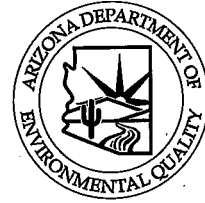
Caveats: FOUO



Janice K. Brewer  
Governor

# ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

1110 West Washington Street • Phoenix, Arizona 85007  
(602) 771-2300 • [www.azdeq.gov](http://www.azdeq.gov)



Benjamin H. Grumbles  
Director

December 8, 2010

Arizona Department of Transportation  
c/o Mr. David Webb  
AZTEC  
4561 E. McDowell Road  
Phoenix, AZ 85008

SENT VIA E-MAIL: [dwebb@aztec.us](mailto:dwebb@aztec.us)

Re: Draft Environmental Assessment for SR 802

Dear Mr. Webb:

Thank you for the letter dated October 22, 2010 regarding the draft environmental assessment for the SR 802 project. The Arizona Department of Environmental Quality, Water Quality Division (ADEQ) is responsible for ensuring the delivery of safe drinking water to customers of regulated public water systems under the Safe Drinking Water Act, permits for proposed discharges to surface waters of the United States under the federal Clean Water Act, permits under the State aquifer protection program, and water quality certifications of certain federal licenses and permits. ADEQ has no additional comments related to water quality and agrees with the mitigation measures related to water quality that are described in the draft environmental assessment.

We appreciate the opportunity to review and provide comments. If you need further information, please contact Wendy LeStarge of my staff at (602) 771-4836 or via e-mail at [w11@azdeq.gov](mailto:w11@azdeq.gov), or myself at (602) 771-4416 or via e-mail at [lc1@azdeq.gov](mailto:lc1@azdeq.gov).

Sincerely,

Linda Taunt, Deputy Director  
Water Quality Division

Northern Regional Office  
1801 W. Route 66 • Suite 117 • Flagstaff, AZ 86001  
(928) 779-0313

Southern Regional Office  
400 West Congress Street • Suite 433 • Tucson, AZ 85701  
(520) 628-6733

**Review of the draft environmental assessment for the SR 802: SR 202 to Ironwood project**

Comment date	Reviewer	Document Reference	Topic	Resolution
10/26/2010	MAD	Pg. ix; pg. 93	The City of Mesa does not have a staff titled floodplain manager. Contact City of Mesa Engineering Department, attention: City Engineer concerning any floodplain issues.	
10/26/2010	MAD	Pg. xiv; pg 63	If an archeological, historical or paleontological (including human remains) features are encountered, these may also exist in nearby - not ADOT owned land. It is proposed that ADOT historic preservation team, after they evaluate the significance of findings, contact the jurisdiction if appropriate (significant find).	
10/26/2010	MAD	Throughout document	Although the correct denotation is SR202L, this state route is most commonly known as Red Mountain (segment to the north of US60) and Santan Freeways (south of US60). It is suggested that when possible use in the text and label the maps as SR202L with the common segment name.	
10/26/2010	MAD	Throughout document	It is suggested that the document consistently uses former General Motors proving grounds as the name to call out the area. Pg. 27of the document describes the area as former GM Proving Grounds, but in other sections it does not state "former" (consistency should apply).	
10/26/2010	MAD	Pg. 34	The label "Phase 3 (unfunded)" is a confusing term. Suggest usign "Phase 3 (unknown year of construction)".	
10/26/2010	MAD	Pg 49; pg 53	Economic conditions use 2010 census data, however 4.C. environmental consequences bases their assessment on 2000 census data. Why the difference?	
10/26/2010	MAD	Section 4.G.	Do all the issues of conformity and the potential EPA freeze impact the EA (pg 69-84)?	
10/26/2010	MAD	Pg. 117	The cumulative impacts considered as on-going actions lead by COM include the construction and realignment of Ray Rd. Ray Rd: Sossaman to Ellsworth has been completed. Also the EA has to list that Mesa has completed the TI located at Hawes Rd/202L (San Tan)and completed the segment of roadway Hawes Rd: 202L (San Tan) to Ray Rd.	
12/15/2010	MV	Pg. 45	The City of Mesa has an agreement with DMB that details extensively what is envisioned for the former GM Proving Grounds. Some of the text is not current with such agreement.	
12/15/2010	MV		The City of Mesa intends to extend eastward the Gilbert trail, possibly to Hawes. This would further the trail into the study area.	

MAD        Maria Angelica Deeb  
 Transportation Program Manager  
 City of Mesa  
[Maria.Deeb@mesaaz.gov](mailto:Maria.Deeb@mesaaz.gov)  
 Direct phone no. : 480-644-2845

MV         Mark Venti  
 Senior Transportation Engineer  
[Mark.Venti@mesaaz.gov](mailto:Mark.Venti@mesaaz.gov)  
 Direct phone no.: 480-644-4807



# State Route 802 Public Hearing Comment Form Loop 202 (Santan Freeway) to Ironwood Road

802 MA 999 H6867 01L NH-802-A(AUG)

ADOT appreciates your participation tonight. Your input is important to us. If you would like to submit comments in writing, you may do so using this form. Comments must be received by December 15, 2010 in order to be part of the project record. You may leave this form with us tonight or submit comments before December 15, 2010 to:

### Public Involvement and Partnering Outreach Team

206 S. 17th Ave., Mail Drop 118A  
Phoenix, AZ 85007  
Phone/Fax: (480) 422-5362  
E-mail: valleyfreeways@azdot.gov

*ANDY SOMETH  
SR Transportation Planner  
Pinal County*

On behalf of Pinal County I would like to have the following entered into the record regarding the SR 802 - L202 to Ironwood Road Environmental Assessment.

According to statements on page 33 Section C. of the Draft EA "General Project Schedule and Funding"

Phases 1 and 2 are all that will be considered until funding can be identified from Meridian to Ironwood roads.

Pinal County believes this to be unacceptable based on:

- 1) The limited improvements to Meridian road; (lack of connectivity north/south)
- 2) The ADOT Purpose and Need document states; "A controlled-access high-speed transportation facility that connects the Santan Freeway with Ironwood Road would serve as and important link".
- 3) And, given the north-south connectivity of Ironwood Road (US 60 Hunt hwy) connection of the SR 802 would be the most logical "interim" terminus for the freeway.

Pinal County welcomes any opportunity to discuss these concerns with other stakeholders and ADOT staff. Thank you for allowing Pinal County to provide input on a project that is vital to the future of transportation in the Sun Corridor.

Copies of the draft Environmental Assessment (EA) are available for review at the following locations:

**Queen Creek Branch Library**  
21802 S. Ellsworth Rd.  
Queen Creek, AZ  
(602) 652-3000

**Southeast Regional Library**  
775 N. Greenfield Rd.  
Gilbert, AZ  
(602) 652-3000

The draft EA is also available at: [www.adotenvironmental.com](http://www.adotenvironmental.com)

2010 11 16 Stuart Boggs Valley Metro RPTA email

From: Boggs, Stuart [mailto:sboggs@valleymetro.org]  
Sent: Tuesday, November 16, 2010 3:55 PM  
To: ValleyFreeways  
Subject: State Route 802 Public Input

Dear Sir/Madame:

I attended the public hearing that was held on November 9, 2010 at the Queen Creek Branch Library. At that meeting, ADOT staff solicited comments on the environmental/engineering studies for State Route (SR) 802. Based on the information presented at that meeting I have the following comments:

- The study team should consider incorporating an HOV to arterial ramp connection from SR 802 that would serve the planned east side passenger terminal at Phoenix-Mesa Gateway Airport. The Regional Transportation Plan currently identifies Supergrid, arterial Bus Rapid Transit, and freeway express routes that will provide service to the airport in the outlying years of the plan. The planned express bus service would benefit from a HOV to arterial ramp connection to the planned east side passenger terminal.

- The concept as presented at the meeting included HOV freeway to freeway transition ramps at the SR 802/Loop 202 interchange. These ramps will connect to planned HOV lanes west of the interchange but not east (north) of the interchange. I would suggest including an additional set of ramps to allow for this latter movement. This would accommodate future transit service from the Superstition Springs park & ride to Phoenix-Mesa Gateway Airport. Such a connection will not only improve access to the airport, but also to the planned redevelopment of the GM proving grounds.

- Has a toll road been considered as a means of accelerating development of both the Maricopa and the Pinal portions of the SR 802 corridor. Such a facility could be undertaken as a design-build-operate contract between a private vendor and ADOT. Acceleration of this project would improve access between Pinal County and the employment centers of the east valley.

Stuart Boggs, AICP, ICMA  
Manager of Transit Planning  
Valley Metro/RPTA

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## David Webb

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**From:** David Webb  
**Sent:** Tuesday, January 11, 2011 5:11 PM  
**To:** David Webb  
**Subject:** FW: SR 802 public hearing outreach mailing list/program

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**From:** Julian Avila Jr [mailto:JAvila@azdot.gov]  
**Sent:** Monday, January 10, 2011 2:05 PM  
**To:** Mike Shirley  
**Cc:** Annette Riley; Jennifer Grentz  
**Subject:** FW: SR 802 public hearing outreach mailing list/program

Mike,  
I am forwarding a comment for the Environmental record. My response is attached also. Let me know if you have questions.

Julian

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**From:** Julian Avila Jr  
**Sent:** Monday, January 10, 2011 2:03 PM  
**To:** 'Gant Wegner - FCDX'  
**Subject:** RE: SR 802 public hearing outreach mailing list/program

Hi Gant,  
Good afternoon. We do announce through mailings and use a mailing-house business to do so. Initially, the project team determines the project (notification) boundaries and the mailing business then determines the addresses and zip codes (includes both homes and businesses) within. We also build a contact database from the initial steps of the project and blast a notification to them (Chambers of Commerce and other groups with specific interest are included). This of course is in addition to the Newspaper ad that you mention.

I hope this helps. Let me know if you have additional questions.

Julian  
ADOT Public Affairs  
602-320-7263

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**From:** Gant Wegner - FCDX [mailto:GantWegner@mail.maricopa.gov]  
**Sent:** Thursday, January 06, 2011 8:35 AM  
**To:** Julian Avila Jr  
**Subject:** SR 802 public hearing outreach mailing list/program

Hi Julian,

I received your name from the attendance list for the Nov. 9 SR 802 public hearing. Perhaps you or someone in your group could answer my questions regarding the public outreach prior to that hearing:

- Did ADOT announce the hearing through a mailing? If so, did you use address data from the county assessor's office or another source?
- Were any special public or stakeholder groups notified by mail?
- Were other outreach efforts used besides a public hearing notice in a newspaper?

The reason I ask is that the Flood Control District is conducting a flood control dam rehabilitation project located northeast of the SR 802 study area. We had only three attendees at our first public meeting in November, even after it was advertised in newspapers and promoted with an 8,500-address mailing. We typically have a higher attendance rate. For our second public meeting in February, we are considering a modified outreach plan. If ADOT used a more successful outreach program for the SR 802 hearing, we'd be interested in the details.

Thanks for your time and consideration.

-- Gant

**Gant Wegner**

Media Specialist

Flood Control District of Maricopa County

(602) 506-7841

[gantwegner@mail.maricopa.gov](mailto:gantwegner@mail.maricopa.gov)

[www.fcd.maricopa.gov](http://www.fcd.maricopa.gov)

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## David Webb

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**From:** Roger Herzog [RHerzog@azmag.gov]  
**Sent:** Tuesday, January 11, 2011 8:47 AM  
**To:** David Webb  
**Cc:** Eric Anderson; Bob Hazlett  
**Subject:** Draft Environmental Assessment - SR 802 (SR 202 to Ironwood Dr.)

Comment regarding the Draft Environmental Assessment - SR 802 (SR 202 to Ironwood Dr.):

On page 33, last paragraph, there is a statement that: "The funding identified in the MAG Arterial Life Cycle Program (MAG 2010b) includes a total project budget of \$203,300,000 (in RTP Freeway Program Phases FPP 2-4) for the segment of SR 802 between SR 202L and Ellsworth Road (MAG 2010b)."

This is incorrect. The **MAG Arterial Life Cycle Program** does not contain any freeway projects.

The **MAG Regional Transportation Plan – 2010 Update**, approved in July 2010, identifies \$205,200,000 in funding for the segment of SR 802 between SR 202L and Ellsworth Road for the period FY 2011-2031.

Roger Herzog  
Senior Project Manager  
Maricopa Association of Governments  
602-254-6300  
[rherzog@azmag.gov](mailto:rherzog@azmag.gov)

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## United States Department of the Interior

U.S. Fish and Wildlife Service

Arizona Ecological Services Office

2321 West Royal Palm Road, Suite 103

Phoenix, Arizona 85021-4951

Telephone: (602) 242-0210 Fax: (602) 242-2513



In reply refer to:

AESO/SE

22410-2011-SL-0071

22410-2011-CPA-0012

December 29, 2010

Ms. Rebecca Swiecki  
Arizona Department of Transportation  
Environmental Planning Group  
206 South Seventeenth Avenue  
Phoenix, Arizona 85007-3213

RE: State Route 802 Williams Gateway Freeway SR 202 to Ironwood Drive in Eastern Maricopa County and Western Pinal County, Arizona (NH-802-A(AUG) and 802 MA 999 H6867 01L)

Dear Ms. Swiecki:

Thank you for your recent request for information on threatened or endangered species, or those that are proposed to be listed as such under the Endangered Species Act of 1973, as amended (Act), which may occur in your project area. The Arizona Ecological Service Field Office has posted lists of the endangered, threatened, proposed, and candidate species occurring in each of Arizona's 15 counties on the Internet. Please refer to the following web page for species information in the county where your project occurs: <http://www.fws.gov/southwest/es/arizona>

If you do not have access to the Internet or have difficulty obtaining a list, please contact our office and we will mail or fax you a list as soon as possible.

After opening the web page, find Arizona County/Species List on the main page. Then click on the county of interest. The arrows on the left will guide you through information on species that are listed, proposed, candidates, or have conservation agreements. Here you will find information on the species' status, a physical description, all counties where the species occurs, habitat, elevation, and some general comments. Additional information can be obtained by going back to the main page. On the left side of the screen, click on Document Library, then click on Documents by Species, then click on the name of the species of interest to obtain General Species Information, or other documents that may be available. Click on the "Cactus" icon to view the desired document.

Please note that your project area may not necessarily include all or any of these species. The information provided includes general descriptions, habitat requirements, and other information for each species on the list. Under the General Species Information, citations for the Federal Register (FR) are included for each listed and proposed species. The FR is available at most Federal depository libraries. This information should assist you in determining which species may or may not occur within your project area. Site-specific surveys could also be helpful and may be needed to verify the presence or absence of a species or its habitat as required for the evaluation of proposed project-related impacts.

Endangered and threatened species are protected by Federal law and must be considered prior to project development. If the action agency determines that listed species or critical habitat may be adversely affected by a federally funded, permitted, or authorized activity, the action agency will need to request formal consultation with us. If the action agency determines that the planned action may jeopardize a proposed species or destroy or adversely modify proposed critical habitat, the action agency will need to enter into a section 7 conference. The county list may also contain candidate or conservation agreement species. Candidate species are those for which there is sufficient information to support a proposal for listing; conservation agreement species are those for which we have entered into an agreement to protect the species and its habitat. Although candidate and conservation agreement species have no legal protection under the Act, we recommend that they be considered in the planning process in the event that they become listed or proposed for listing prior to project completion.

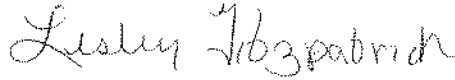
If any proposed action occurs in or near areas with trees and shrubs growing along watercourses, known as riparian habitat, we recommend the protection of these areas. Riparian areas are critical to biological community diversity and provide linear corridors important to migratory species. In addition, if the project will result in the deposition of dredged or fill materials into waterways, we recommend you contact the Army Corps of Engineers which regulates these activities under Section 404 of the Clean Water Act.

The State of Arizona and some of the Native American Tribes protect some plant and animal species not protected by Federal law. We recommend you contact the Arizona Game and Fish Department and the Arizona Department of Agriculture for State-listed or sensitive species, or contact the appropriate Native American Tribe to determine if sensitive species are protected by Tribal governments in your project area. We further recommend that you invite the Arizona Game and Fish Department and any Native American Tribes in or near your project area to participate in your informal or formal Section 7 Consultation process.

For additional communications regarding this project, please refer to consultation number 22410-2011-SL-0071. We appreciate your efforts to identify and avoid impacts to listed and sensitive species in your project area.

If we may be of further assistance, please feel free to contact Brenda Smith (928) 226-0614 (x101) for projects in Northern Arizona, Debra Bills (602) 242-0210 (x239) for projects in central Arizona and along the Lower Colorado River, and Sherry Barrett (520) 670-6150 (x223) for projects in southern Arizona.

Sincerely,



for  
Steven L. Spangle  
Field Supervisor

cc: Regional Supervisor, Arizona Game and Fish Department, Tucson, AZ  
Assistant Field Supervisor, Fish and Wildlife Service, Tucson, AZ  
Annette Riley, Arizona Department of Transportation, Valley Project Management, Phoenix, AZ  
Mike Shirley, AECOM  
Mary Frye, FHWA  
Steve Wilcox AECOM

W:\Cathy Gordon\administration\species ltr\complete\ADOT SR 802 Williams Gateway Freeway SR 202 to Ironwood Drive.doc:egg



December 14, 2010

Public Involvement and Partnering Outreach Team  
206 S. 17<sup>th</sup> Ave, Mail Drop 118A  
Phoenix, AZ 85007  
Submitted via email to valleyfreeways@azdot.gov

Dear Public Involvement and Partnering Outreach Team:

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) for State Route 802 (SR802). Please accept these comments on behalf of the Sierra Club's Grand Canyon Chapter and our 12,000 members in Arizona.

The Sierra Club's mission is "to explore, enjoy, and protect the wild places of the earth; to practice and promote the responsible use of the earth's ecosystems and resources; and to educate and enlist humanity to protect and restore the quality of the natural and human environments." The Sierra Club has long been committed to protecting lands and wildlife habitat and ensuring that transportation and development accommodate ecological considerations. Our members have a significant interest in this project as many live or use areas affected by the study area and are concerned about the poor air quality that results from the failure to have a balanced transportation plan that includes adequate mass transit.

As we stated in our scoping comments, this project requires a full Environmental Impact Statement (EIS). The Federal Highway Administration's regulations (23 CFR Part 771) implementing the National Environmental Policy Act of 1999, as amended (NEPA, 42 U.S.C. 4321-4347), make it clear that an EIS is needed for a project of this nature. The relevant passage is 23 CFR 771.115(a)(1-2) which states the following:

Actions that significantly affect the environment require an EIS (40 CFR 1508.27). The following are examples of actions that normally require an EIS:

- (1) A new controlled access freeway.
- (2) A highway project of four or more lanes on a new location.

In our scoping comments, we also encouraged the Arizona Department of Transportation (ADOT) to analyze mass transit alternatives. However, no such alternative was provided in the EA, and a mass transit option was not even considered. At the public meeting held at the Queen Creek Branch Library on November 9, 2010, we again asked about mass transit options during the question/answer session. This question was ignored, and the representative instead mentioned that high-occupancy vehicle (HOV) lanes might be provided at some point in the future. While we strongly support HOV lanes as part of any transportation planning, they cannot be considered mass transit and are not an answer to our requests.

ADOT needs to look toward a range of alternatives in order to minimize traffic problems on a long-term basis. We understand the need to relieve congestion on existing roadways and to connect growing population areas, but roads are only temporary solutions, as is evident by our numerous congested highways and freeways across the state. In order to accommodate transportation within and between our rapidly growing cities and towns, these roads have been consistently widened and manipulated with only short-term congestion relief.

Providing alternative transportation choices to people can dramatically reduce vehicle use, lessening traffic congestion and impacts to human health and the environment.<sup>1,2</sup> Studies have shown that people prefer to have a range of transportation options, and the availability of mass transit provides a closer fit between resident preferences and choices.<sup>3</sup> By providing transit alternatives, the number of vehicles on the road could be significantly reduced, congestion would be relieved on surrounding roadways, and travel time would be reduced. This blend of transportation options would better accommodate current and future traffic demand.

Conversely, we do not believe that the Preferred Alternative would meet the Purpose and Need of the project, except on a short-term basis. The EA states that “without a more efficient system to convey east-west traffic to and from the Santan Freeway, excessive traffic volumes would occur on the east-west screen lines” (pg. 16). However, within the next 20 years, SR802 would likely be just as congested as other highways in the Phoenix metropolitan area, and ADOT would soon look into opportunities to widen it and build more bypasses. This is not an “efficient system.”

Use of this road would also increase air pollution via induced traffic. Newer and wider roads generate more traffic, a phenomenon known as “induced traffic.”<sup>4</sup> According to *The 2007 Urban Mobility Report* by the Texas Transportation Institute, despite all of its freeways, Phoenix ranked 15<sup>th</sup> worst in terms of annual delay per traveler and 13<sup>th</sup> in wasted fuel per traveler.<sup>5</sup> Cars and trucks are significant sources of hazardous air pollutants, which can have a negative impact on human health as well as the environment,<sup>6</sup> and are also the second largest source of greenhouse gas pollutants<sup>7</sup> With the threat of global climate change, we need to be working to reduce greenhouse gases, rather than designing new transportation routes that will further exacerbate the problem. In addition to evaluating the impact of the project on traditional criteria pollutants, the future NEPA documents must also evaluate the impact of the proposal on greenhouse gas emissions. ADOT must, instead, look toward *long-term* solutions rather than such short-term fixes. The focus must be shifted toward reducing the number of vehicles on the road.

In addition to not meeting the Purpose and Need of this project, construction and use of SR802 would have severe negative impacts on the environment and human health. Some of these impacts are discussed in more detail below.

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<sup>1</sup> Newman, P. and J. Kenworthy. 1999. Sustainability and cities: overcoming automobile dependence. Washington, D.C. Island Press.

<sup>2</sup> Clayburgh, J., M. Flowers, S. Vance. 2001. Clearing the air with transit spending. Report to the Sierra Club. Available online at <http://www.sierraclub.org/sprawl/report01>.

<sup>3</sup> Levine, J., A. Inam, R. Werbel, and G. Torng. 2002. Land use and transportation alternatives: constraint or expansion of household choice? Mineta Transportation Institute, San Jose, CA.

<sup>4</sup> *Easing the Burden*, Surface Transportation Policy Project.

<sup>5</sup> *The 2007 Urban Mobility Report*, (College Station, TX: Texas Transportation Institute, 2007).

<sup>6</sup> Environmental Protection Agency. Revised 28 October 2010. Particulate matter: health and environment. Available online at <http://epa.gov/pm/health.html>.

<sup>7</sup> Environmental Protection Agency. March 2006. Emissions from the U.S. transportation sector 1990-2003. Available online at <http://www.epa.gov/otaq/climate/420r06003.pdf>.



### ***Wildlife and plants***

One of our primary concerns about this project is the impact on wildlife and wildlife habitat. Numerous studies have shown that roadways act as major threats to a variety of wildlife populations.<sup>8,9,10</sup> For the most part, the EA only considers effects of construction, not of long-term effects of the proposed road. The EA acknowledges that direct mortality and/or displacement will occur during construction. Relatively few mitigation options are provided, yet the EA assumes that Preferred Alternative will not have a significant impact. No mitigation options were included to reduce ongoing mortality caused by roadkill or to address habitat fragmentation.

We are also very concerned about the assumption that “because the Preferred Alternative does not fall in a designated wildlife linkage, the project is not likely to cause a substantial impairment of any wildlife linkage” (pg. 108). The Arizona Wildlife Linkages Assessment referenced in the EA is only “the first step in a continuing process of defining critical habitat connectivity areas” and is only meant to serve as an “informational resource.”<sup>11</sup> This is not a definite list of all known or possible movement corridors in the state. ADOT, the Arizona Game and Fish Department, and other interested parties continue to meet to refine and expand upon this assessment in an effort to reduce development impacts on wildlife populations. ADOT must consider how this project will affect wildlife populations in the area, including through habitat fragmentation and reduced movement, and must provide suitable mitigation measures.

With regards to the Tucson shovel-nosed snake, the EA states that ADOT “would consider” incorporating any US Fish and Wildlife Service recommendations to minimize project impacts on this species. ADOT *must* incorporate such recommendations, not just consider them. These should have been laid out and specific mitigation measures included in the EA.

No mitigation efforts are planned for impacts to protected plant species other than “notification” of the Arizona Department of Agriculture. Notification does not qualify as mitigation. ADOT must address how such impacts will be avoided.

### ***Air quality***

The EA speculates that the proposed project would not result in any exceedances of air quality standards due to mitigation measures and reduced Mobile Source Air Toxics emissions due to stricter controls on vehicle emissions. However, this project is likely to accelerate development in the area, thus increasing the amount of emissions in the near future. There is no guarantee that new technologies will be able to keep up with the accelerated development. It is likely that air quality will be negatively impacted by this project as it encourages additional vehicle traffic. Similarly, which the new road may temporarily relieve traffic congestion, it will likely be heavily congested in the near future, which will also negatively impact air quality.<sup>12</sup>

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<sup>8</sup> Eigenbrod, F., S.J. Hecnar, and L. Fahrig. 2008. Accessible habitat: an improved measure of the effects of habitat loss and roads on wildlife populations. *Landscape Ecology* 23: 159-168.

<sup>9</sup> Fahrig, L. and T. Rytwinski. 2009. Effects of roads on animal abundance: an empirical review and synthesis. *Ecology and Society* 14:21.

<sup>10</sup> Frair, J.L., E.H. Merrill, H.L. Beyer, and J.M. Morales. 2008. Thresholds in landscape connectivity and mortality risks in response to growing road networks. *Journal of Applied Ecology* 45: 1504-1513.

<sup>11</sup> Arizona Department of Transportation. Arizona’s wildlife linkages assessment document. Available online at [http://www2.azdot.gov/Highways/OES/AZ\\_WildLife\\_Linkages/assessment.asp](http://www2.azdot.gov/Highways/OES/AZ_WildLife_Linkages/assessment.asp).

<sup>12</sup> *Easing the Burden*, Surface Transportation Policy Project.

There are significant health risks associated with vehicle emissions. Particulates and hazardous air pollutants emissions will both increase as the area is rapidly developed. Cars and trucks are significant sources of hazardous air pollutants including benzene, formaldehyde, acetaldehyde, as well as numerous other substances. These chemicals can cause serious health effects including cancer and birth defects<sup>13</sup> and contribute to premature death.<sup>14,15</sup> As with many air pollutants, children and the elderly or anyone with a breathing problem are particularly vulnerable.

A mass transit option, on the other hand, would improve air quality in the long-term as more vehicles would be removed from the road and congestion would be relieved.

### ***Climate change***

The EA states that “FHWA does not believe it is informative at this point to consider greenhouse gas emissions in an EA” (pg. 85). However, this is a problem that we need to be addressing *now*. With the threat of global climate change, we need to be working to reduce greenhouse gas emissions, rather than designing new transportation routes that will further exacerbate the problem. The EA comments that “analyzing how alternatives evaluated in an EA might vary in their relatively small contribution to a global problem would not better inform decisions” (pg. 85). We could not disagree more. Yes, climate change is global in nature, but transportation is a major contributor to the problem. Cars and trucks are the second largest source of greenhouse gas pollutants.<sup>16</sup> ADOT’s focus on building new roads rather than looking toward long-term solutions to reduce the number of vehicles on existing roads worsens the problem.

### ***Cost***

The overall construction cost for this proposed highway is estimated at \$514,320,000, not including inflation-adjusted costs and the usual cost over-runs. This also doesn’t include costs for continual maintenance and the likelihood of future widening projects. Considering that this will be a short-term fix, at best, and that growth projections for the area may never even materialize, ADOT should consider whether this is the best use of the taxpayers’ dollars. Wouldn’t it be better to use this money for long-term solutions that will reduce the number of cars on the road and relieve congestion on a long-term basis?

Similarly, why are HOV lanes only being considered in the future and not as part of the initial design? Later inclusion of HOV lanes and future widening projects only cost more money, further damage the landscape, and cause more travel delays.

### ***Summary***

Based on the information provided in the EA as well as the information we provide above, we support the “No Action” alternative but strongly encourage ADOT to design a new alternative that incorporates mass transit. Addition of a new road will only temporarily relieve congestion, at best, but it is not a long-term solution. Traffic congestion will continue to worsen unless real solutions are implemented *now*. The National Environmental Policy Act warns specifically against “any irreversible and

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<sup>13</sup> Environmental Protection Agency. Updated April 2010. Mobile source air toxics. Available online at <http://www.epa.gov/otaq/toxics.htm>.

<sup>14</sup> Pope, C.A., M.J. Thun, M.M. Namboodiri, D.W. Dockery, J.S. Evans, F.E. Speizer, and C.W. Heath. 1995. Particulate air pollution as a predictor of mortality in a prospective study of U.S. adults. *American Journal of Respiratory and Critical Care Medicine* 151: 669-674.

<sup>15</sup> Pope, C.A., R.T. Burnett, M.J. Thun, E.E. Calle, D. Krewski, K. Ito, and G. Thurston. 2002. Lung cancer, cardiopulmonary mortality, and long-term exposure to fine particulate air pollution. *Journal of the American Medical Association* 287: 1123-1141.

<sup>16</sup> Environmental Protection Agency. March 2006. Emissions from the U.S. transportation sector 1990-2003. Available online at <http://www.epa.gov/otaq/climate/420r06003.pdf>.

irretrievable commitments of resources” if it can otherwise be avoided (NEPA § 102, 1969). ADOT should avoid falling into this trap. We need to start working toward *solving* the problem, rather than just providing a temporary fix.

Arizona’s rapid population growth presents numerous challenges, transportation among them. However, we must not sacrifice the unique values of our states. Instead, we need to look toward more comprehensive solutions that will benefit both people and the environment. This area would greatly benefit from a mass transit system that makes sense for people’s needs. Instead of pouring time, money, and resources into constructing new roads that only exacerbate existing problems and induce more development, we need to be working toward sensible transit solutions.

Thank you again for the opportunity to provide comments on this proposal. We hope that ADOT will prepare a full EIS if they plan to move forward with this process. If you have any questions, please contact Sandy Bahr at (602) 253-8633 or [sandy.bahr@sierraclub.org](mailto:sandy.bahr@sierraclub.org).

Sincerely,



Sandy Bahr  
Conservation Outreach Director  
Sierra Club – Grand Canyon Chapter



Tiffany Sprague  
Chapter Coordinator  
Sierra Club – Grand Canyon Chapter



## **Appendix D: ADOT Responses to Comments Matrix**

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State Route 802 Williams Gateway Freeway  
State Loop Route 202 to Ironwood Road  
Environmental Assessment  
Comment and Responses

Commenter	Page No.	Reviewer Comment	Response
Florence, Town of, Mark Thompson (on behalf of Mark Eckoff) 10/27/10	N/A	Mark Eckhoff accepted invitation to participate in WGF DEA, and is the main contact for the Town of Florence.	Planning Director Mark Eckoff's voicemail was contacted in December 2010 to determine how the Town wished to participate (e.g. provide comments) and no response has been received.
Apache Junction, City of, David Fern, Public Works Director 10/27/10	18, Table 2-3	Questions the assumptions used to conclude negative increases at Screen Lines 5 and 6 for Ironwood Drive under the 2030 No-Build Scenario.	The 2030 No-Build model was provided by the Maricopa Association of Governments and included new north-south arterial roadways along Signal Butte (6 lanes), Meridian (4 lanes), and Idaho (6 lanes) alignments. The reduction in traffic volume on Ironwood is likely due to future traffic utilizing the new north-south routes within the study area.
	33-34	Questions why Phase 3 is unfunded.	Explanations for why Phase 3 remains unfunded are beyond the scope of the EA discussion.
Apache Junction, City of, Giao Pham, City Engineer 11/01/10	11, Table 2-1	Questions why population of Apache Junction or Pinal County is not included in Table 2-1.	Apache Junction added. Because Pinal County is not a community similar to the others listed, it is not added.
	49, Table 4-1	Questions why Apache Junction population was not included in Table 4-1.	Apache Junction data added.
	N/A	There are minor misspellings and errors (e.g. it is the City of Apache Junction, not Town) within the document.	Find-and-replace was used to correct instances of "Town of Apache Junction."

Commenter	Page No.	Reviewer Comment	Response
Apache Junction, City of, Fred Baker 11/02/10	Table 2-1	In Table 2-1, population numbers are listed as sourced from the Arizona Department of Commerce, but the preparers did not contact this Department.	These population data are from the Department of Commerce website and did not require direct contact with the Department.
	Figure 4.3	Figure 4.3 that reflects the City's Zoning is not accurate.	This figure depicts future land use, not zoning. The City's Planning Department (Fred Baker) was contacted in January 2011 and the most recent updates to future land use planning in accordance with the City's General Plan have been incorporated into Figure 4-3.
	Figure 4.3	Figure 4.3 should show the City's General Plan of mixed-use with residential up to 8 units per acre with commercial uses.	The City's Planning Department (Fred Baker) was contacted in January 2011 and the most recent updates to future land use planning in accordance with the City's General Plan have been incorporated into Figure 4-3.
	Figure 4.3	Portalis should be depicted on Figure 4-3.	The City's Planning Department (Fred Baker) was contacted in January 2011 and the most recent updates to future land use planning in accordance with the City's General Plan have been incorporated into Figure 4-3. Portalis is depicted as the "mixed-use" area in Pinal County.
	N/A	Apache Junction's General Plan and Transportation Study are not referenced.	These plans are referenced as necessary in the Final EA.
Arizona Department of Environmental Quality, Air Quality Planning Section, Diane Arnst, Manager 11/19/10	69-84	This project may be required to conform with the Arizona State Implementation Plan in accordance with General Conformity requirements of the Clean Air Act. Concurred that the DEA considered air pollution control requirements and that the proposed project will have a <i>de minimus</i> impact on the environment. Relevant section of the Arizona Administrative Code were provided for reference.	Conformity requirements have been demonstrated prior to this project's inclusion in the MAG TIP.



Commenter	Page No.	Reviewer Comment	Response
US Army Corps of Engineers, Kathleen Tucker, ADOT Liaison 11/29/10	95, 2nd paragraph	The Preliminary Jurisdictional Delineation was approved on 11/16/10.	The approval date has been added to the Final EA.
	97, paragraph beginning with "Additional", line 6	"Jurisdictional drainages" seems more appropriate than "JDs".	Text in the Final EA has been revised accordingly.
	98, conclusion paragraph	Confirm that Corps preconstruction notification would not be required under ESA or Section 106.	Based on the Phase 1 (30%) design, new permanent impacts to waters of the US would not exceed 0.10 acre at any crossing. It was determined through the biological evaluation that the project will have "no effect" to listed species or critical habitat, and USFWS Section 7 consultation is not required. There are existing cultural sites in the southeastern portion of the JD survey area. Testing is required to determine if the sites are eligible for listing on the National Register of Historic Places. All sites are located more than 600 + feet from the nearest affected drainage. ADOT has prepared a graphic that depicts the location of affected waters of the US in comparison to cultural resources to verify these distances.
Arizona Department of Environmental Quality, Water Quality Division, Linda Taunt, Deputy Director 12/08/10	91-98	Agrees with water quality mitigation measures in DEA. No additional comments.	No response.

Commenter	Page No.	Reviewer Comment	Response
Mesa, City of, Maria A. Deeb, Transportation Program Manager 12/15/10	ix and 93	The City of Mesa does not have a staff titled floodplain manager. Contact City of Mesa Engineering Department, attention: City Engineer concerning any floodplain issues.	This mitigation measure has been revised to specifically note the floodplain management responsibilities for the City of Mesa are handled by their Engineering Department.
	xiv and 63	If an archeological, historical or paleontological (including human remains) features are encountered, these may also exist in nearby - not ADOT owned land. It is proposed that ADOT historic preservation team, after they evaluate the significance of findings, contact the jurisdiction if appropriate (significant find).	In the event of a discovery, ADOT Environmental Planning Group Historic Preservation Team is required to notify the City of Mesa through its Section 106 requirements and in accordance with the stipulations of the <i>Programmatic Agreement Regarding the Construction of the Western Segment of State Route 802, the Proposed Williams Gateway Freeway</i> .
	Throughout document	Although the correct denotation is SR 202L, this state route is most commonly known as Red Mountain (segment to the north of US 60) and Santan Freeways (south of US 60). It is suggested that when possible use in the text and label the maps as SR 202L with the common segment name.	The numeric designation is typically used in formal documents.
	Throughout document	It is suggested that the document consistently uses former General Motors proving grounds as the name to call out the area. Page 27 of the document describes the area as former GM Proving Grounds, but in other sections it does not state "former" (consistency should apply).	Find-and-replace search was used to remedy inconsistency with the former GM Proving Grounds.
	34	The label "Phase 3 (unfunded)" is a confusing term. Suggest using "Phase 3 (unknown year of construction)".	The Final EA was revised for greater clarity.
	49 and 53	Economic conditions use 2010 census data, however 4.C. environmental consequences bases their assessment on 2000 census data. Why the difference?	Basic population projections are available from the Arizona Department of Commerce as recently as 2009. The comprehensive data needed to analyze protected populations is only current to 2000. Thus, the perceived discrepancy between the data on pages 49 and 53.
	69-84	Do all the issues of conformity and the potential EPA freeze impact the EA?	Conformity requirements have been demonstrated prior to this project's inclusion in the MAG TIP.
	117	The cumulative impacts considered as on-going actions lead by City of Mesa include the construction and realignment of Ray Road. The Ray Road: Sossaman to Ellsworth Project has been completed. The EA should also list that Mesa has completed the TI located at Hawes Road/SR 202L (San Tan) and completed the segment of Hawes Road: SR 202L (San Tan) to Ray Road.	The Final EA is updated to reflect these projects as Past Actions/Completed Projects.

Commenter	Page No.	Reviewer Comment	Response
Mesa, City of, Mark Venti, Senior Transportation Engineer 12/15/10	45	The City of Mesa has an agreement with DMB that details extensively what is envisioned for the former GM Proving Grounds. Some of the text is not current with such agreement.	Narratives describing the plans for the former GM Proving Grounds in the Final EA have been revised as needed. The documents covering the DMB Proving Grounds found on the Planning section of the City website at: <a href="http://www.mesaaz.gov/bettermesa/provinggrounds.aspx">http://www.mesaaz.gov/bettermesa/provinggrounds.aspx</a> are referenced.
	64 and 65	The City of Mesa intends to extend eastward the Gilbert Trail, possibly to Hawes. This would further the trail into the study area.	This proposed segment of future trail has been added with an analysis of potential impacts.
Pinal County, Andy Smith, Senior Transportation Planner 11/09/10	33 (C. General Project Schedule and Funding)	Statements that Phases 1 and 2 are all that is being considered until the funding for Phase 3 (Meridian to Ironwood) is identified is unacceptable to the County for the following reasons:	Phases 1 and 2 are programmed as a part of the voter-approved Maricopa County Regional Transportation Plan. Phase 3 is located within Pinal County, which cannot participate in the same regional funding mechanism used for Phases 1 and 2. Once a FONSI is issued by ADOT/FHWA, the entire freeway including Segment 3 is eligible for funding. However, funding for Phase 3 would be evaluated and considered as a part of the standard prioritization and funding process that involves all other state highway projects. Improvements made to Meridian Road would occur in accordance with the Arterial Street Program of the RTP; these improvements would be in place to provide north-south connectivity by the time the freeway is constructed to Meridian. ADOT and FHWA agree that Ironwood Road is a logical interim terminus for the freeway that may eventually extend farther to the east.
		1) The limited improvements to Meridian road; (lack of connectivity north/south).	
		2) The ADOT Purpose and Need document states; "A controlled-access high-speed transportation facility that connects the Santan Freeway with Ironwood Road would serve as an important link".	
		3) And, given the north-south connectivity of Ironwood Road (US 60 Hunt hwy) connection of the SR 802 would be the most logical "interim" terminus for the freeway.	
Valley Metro/RPTA, Stuart Boggs, Manager of Transit Planning 11/16/10	26-33	Requested a direct HOV ramp accessing the proposed new passenger terminal at Gateway Airport to serve Supergrid, arterial Bus Rapid Transit, and freeway express service to and from the Airport from facilities such as the Superstition Springs Park-and-Ride.	Access to the new passenger terminal from the freeway will be provided through traffic interchanges connecting to the arterial street network.
	N/A	Inquired if a toll had been considered for accelerating the development of SR 802.	A toll road was not considered for this project.
Flood Control District of Maricopa County, Gant Wegner, Media Specialist 01/10/11	N/A	Inquired as to what ADOT Communications and Community Partnerships method was for contacting members of the public that resulted in high attendance at the public hearing.	ADOT Communications and Community Partnerships responded with information regarding the distribution of invitations and public notices for the public hearing that included mass mailing, e-mailed newsletters, ADOT's website, press releases, and public notices in newspapers.

Commenter	Page No.	Reviewer Comment	Response
Maricopa Association of Governments, Roger Herzog, Senior Project Manager 01/11/11	33, last paragraph	“The funding identified in the MAG Arterial Life Cycle Program (MAG 2010b) includes a total project budget of \$203,300,000 (in RTP Freeway Program Phases FPP 2-4) for the segment of SR 802 between SR 202L and Ellsworth Road (MAG 2010b).” is an incorrect statement. It is the <i>MAG Regional Transportation Plan 2010 Update</i> , not the <i>MAG Arterial Life Cycle Program</i> , that identifies \$205,200,000 in funding for the segment of SR 802 between SR 202L and Ellsworth Road for the period FY 2011-2031.	The Final EA is revised to reflect the correct source and funding amount.
US Fish and Wildlife Service, Steven L. Spangle, Field Supervisor 12/29/10	N/A	Contained instructions to locate and download the list of Threatened and Endangered Species that may occur in the project area, recommended site specific surveys, and described the regulatory requirements in regards to the Endangered Species Act, the Clean Water Act, and encouraged coordination with Arizona Game and Fish Department and interested Native American Tribes.	The EA, supporting technical documents, and agency coordination has already fulfilled the requested actions.
	N/A	An EIS is required for this action in accordance with 23 CFR 771.115(a)(1-2).	§771.115 states that a new controlled access freeway is an example of an action that normally requires an EIS. However, FHWA has demonstrated that anticipated impacts are expected to be below the threshold of significant.
	23-33	The range of alternatives considered did not include mass transit.	The Williams Gateway Freeway is part of comprehensive regional transportation planning that also includes the expansion of transit services within the Gateway Airport subregion. The Maricopa Association of Governments (MAG) Regional Transportation Plan 2010 Update shows the expansion of Regional Grid bus routes, Arterial Bus Rapid Transit (BRT) routes, and Freeway BRT/Express routes into the Gateway subregion and also specifies the funding for these facilities through 2031. Satisfying the current and future transportation demands with transit would not match the demand for increased car, truck, and heavy truck connectivity to the existing regional freeway system, and state and interstate systems.
	N/A	The Preferred Alternative would not meet the purpose and need, because it provides only a short-term solution to traffic congestion.	Traffic modeling for the area suggests that a new freeway will alleviate traffic congestion on the arterial road network and will decrease travel times for motorists using freeway. These benefits to the traveling public are predicted to occur beyond the short-term, and will be experienced in 2030 and beyond.

Commenter	Page No.	Reviewer Comment	Response
Sandy Bahr, Conservation Outreach Director, Sierra Club-Grand Canyon Chapter and Tiffany Sprague, Chapter Coordinator, Sierra Club-Grand Canyon Chapter	69-84	The Preferred Alternative would increase air pollution	Quantitative modeling predicts that National Ambient Air Quality Standards (NAAQS) criteria pollutant emissions would not increase as a result of the project, and the project would not contribute to exceedances of NAAQS limits. When predicted carbon monoxide emissions resulting from the 2030 No-Build Alternative are compared to the 2030 Preferred Alternative, both 1-hour and 8-hour concentrations are lower in the Preferred Alternative. Qualitative analysis done for particulate matter emissions concluded that the project may increase short-term impacts, but ultimately the proposed action would have the net effect of reducing ambient levels of PM10 in the area. Similarly, mobile-source air toxics (MSATs) are expected to decrease over time, despite predicted total-vehicle-miles-traveled increases for the study area.
	N/A	In future NEPA documents, ADOT must evaluate impacts resulting in greenhouse gasses and global climate change.	The Environmental Protection Agency is currently working on programs to establish national standards for greenhouse gases (GHG) along with criteria or thresholds for greenhouse gas emissions. As stated in the EPA's Advanced Notice of Proposed Rulemaking (ANPR) on analyses and policy alternatives regarding GHG effects and regulation under the Clean Air Act, this subject matter is complex with far-reaching consequences for all federal actions and the reach of EPA's authority. Until the EPA publishes rules, FHWA and ADOT do not have a regulatory framework for decision making, quantifying impacts, or establishing exceedances for project-specific actions.
	99-108	The EA does not adequately analyze long-term effects on wildlife mortality and habitat fragmentation.	Because the area surrounding the Gateway Freeway has already been committed to urban development, it will not remain suitable as habitat or provide connectivity for wildlife linkages.
	106	Analysis regarding the impairment of wildlife linkage does not adequately consider affects to local wildlife movements, habitat fragmentation, or provide mitigation measures.	This ongoing and future land development is predicted to impact habitat and wildlife movement, regardless if the Preferred Alternative is implemented or not. The DEA discloses these impacts as secondary and cumulative.
	107	Mitigation measures to minimize impacts to Tucson shovel-nosed snake are required.	The Tucson shovel-nose snake (TSNS) is designated a candidate species. Therefore, the TSNS is being considered for listing as an endangered or a threatened species, but is not yet the subject of a proposed rule. Therefore, the TSNS is not afforded the same protection measures as a designated threatened or endangered species. However, ADOT and FHWA have identified mitigation measures to consider options during the future design of new freeway segments that would minimize harm.

Commenter	Page No.	Reviewer Comment	Response
	108	Mitigation measures for the avoidance of impacts to protected plant species are required.	The area that would be disturbed for the implementation of the Preferred Alternative has been inspected for plants protected under the ESA and also those plants protected under the Arizona Native Plant Law (ARS § 3-901 et seq). No plants afforded protection under the ESA or the Arizona Native Plant Law were identified; no plants that would require measures for avoidance were identified.
	70-71	The analysis of Mobile Source Air Toxics fails to consider emissions increase due to induced traffic and development.	The analysis of MSAT emissions takes into consideration the predicted increases in vehicle miles traveled (VMT) that will occur in the Gateway Airport subregion. Increases in MSATs are not predicted because vehicle emissions standards and fuel formulations will become increasingly stringent. Increases in traffic and development, whether induced by the Preferred Alternative or otherwise, will not contribute to increases in MSATs.
	N/A	The Preferred Alternative is costly and provides a short-term solution to the Need.	Although the initial costs of freeway construction are high, the inefficiencies created by urban road systems that lack freeways have correspondingly high costs to society and also incur the intangible costs of lowered quality of living as motorists spend more time traveling in cars and buses instead of being engaged in meaningful work, educational opportunities, social interaction, or engaged in leisure.
	29-33	High-occupancy vehicles lanes should be included in the Preferred Alternative instead of included in future projects.	Construction sequencing and funding, including the construction of HOV lanes, are included in the MAG RTP. The Preferred Alternative is being designed with allowances for the expansion of HOV facilities that will be implemented at a future date.
	N/A	The Sierra Club supports the No Action Alternative	FHWA and ADOT are respectful of this position. However, both agencies have mandates to provide efficient surface transportation systems that benefit the traveling public while balancing society's other needs including sustainability, environmental stewardship, and fiscally responsible decision making. For the burgeoning travel demands of the Gateway Airport subregion, our analysis concludes that the Preferred Alternative best meets the current and future transportation needs when compared to the No Build Alternative.

## **Appendix E: Programmatic Agreement Regarding Cultural Resources**

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**PROGRAMMATIC AGREEMENT**

**AMONG**

**FEDERAL HIGHWAY ADMINISTRATION  
ARIZONA DEPARTMENT OF TRANSPORTATION  
ARIZONA STATE HISTORIC PRESERVATION OFFICE  
ARIZONA STATE LAND DEPARTMENT  
LOS ANGELES DISTRICT, US ARMY CORPS OF ENGINEERS  
FEDERAL AVIATION ADMINISTRATION  
ARIZONA STATE MUSEUM  
CITY OF MESA  
GILA RIVER INDIAN COMMUNITY  
HOPI TRIBE  
PASCUA YAQUI TRIBE  
SAN CARLOS APACHE NATION  
YAVAPAI-APACHE NATION  
YAVAPAI-PRESCOTT INDIAN TRIBE**

**REGARDING THE CONSTRUCTION OF THE WESTERN SEGMENT OF  
STATE ROUTE 802, THE PROPOSED WILLIAMS GATEWAY FREEWAY  
FEDERAL AID NO. NH-802-A(AUG)  
TRACS NO. 802 MA 999 H6867 01L  
MARICOPA AND PINAL COUNTIES, ARIZONA**

**WHEREAS**, the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are considering options to construct the western segment of State Route (SR) 802, the proposed Williams Gateway Freeway, a federally funded project in the City of Mesa, Maricopa County, and in unincorporated portions of Pinal County, Arizona (hereafter referred to as “the Project”); and

**WHEREAS**, the Project would involve constructing a new access-controlled freeway between SR 202L and Ironwood Drive, a freeway-to-freeway traffic interchange (TI) connecting SR 202L and SR 802, ramp TIs at arterial streets, related improvements, and the construction of additional lanes on SR 202L approaching and departing the SR 202L/SR 802 TI; and

**WHEREAS**, the area of potential effects (APE) for the Project is defined as the proposed right-of-way (R/W) for SR 802 between SR 202L (Station 0+00.00) and Ironwood Drive (Station 341+91.40) as well as the existing R/W of SR 202L between milepost (MP) 32.10 (Guadalupe Road) and MP 37.70 (Recker Road); and

**WHEREAS**, project construction would occur on State Trust lands managed by the Arizona State Land Department (ASLD) and on privately owned land; and

**WHEREAS**, the Arizona State Historic Preservation Office (SHPO) is authorized to enter into this Programmatic Agreement (Agreement) in order to fulfill its role of advising and assisting Federal

agencies in carrying out their Section 106 responsibilities under the following federal statutes: Sections 101 and 106 of the NHPA, 16 U.S.C. 470f, and pursuant to 36 CFR §800, regulations implementing Section 106, at 800.2 (c)(1)(i) and 800.6(b); and

**WHEREAS**, the Los Angeles District, US Army Corps of Engineers (Corps) under the authority of Section 404 of the Clean Water Act (33 U.S.C. §1344) may issue permits for the Project and has been invited to be a signatory to this Agreement; and

**WHEREAS**, the project is adjacent to the Phoenix-Mesa Gateway Airport and the Federal Aviation Administration (FAA) has jurisdiction over runway safety and operational issues and has been invited to be a signatory to this Agreement; and

**WHEREAS**, the Project will have an adverse effect, pursuant to 36 CFR § 800.5(a)(2)(i), upon archaeological site AZ U:10:275(ASM) (known as the Sand Dune Site), which is eligible for listing on the National Register of Historic Places (NRHP), and may have effects to unidentified subsurface archaeological resources associated with the site; and

**WHEREAS**, the Project may have an adverse effect, pursuant to 36 CFR § 800.5(a)(2)(i), upon 10 historic properties located wholly or partially within the APE [AZ U:10:56(ASM), AZ U:10:57(ASM), AZ U:10:259(ASM), AZ U:10:260(ASM), AZ U:10:265(ASM), AZ U:10:266(ASM), AZ U:10:268(ASM), AZ U:10:270(ASM), AZ U:10:271(ASM), and AZ U:10:272(ASM)], with unknown eligibility determinations, and may have effects to unidentified subsurface resources associated with the sites; and

**WHEREAS**, the Project may have an adverse effect, pursuant to 36 CFR § 800.5(a)(2)(i), upon prehistoric and historic sites not yet identified but that may be eligible for listing on the NRHP; and

**WHEREAS**, the FHWA will assume lead responsibilities for compliance under Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. 470f) as revised in 2004; and

**WHEREAS**, ADOT, acting as agent for FHWA, has participated in consultation and has been invited to be a signatory to this Agreement; and

**WHEREAS**, portions of the APE are located on State Trust lands administered by ASLD, and ASLD has been invited to be a signatory to this Agreement; and

**WHEREAS**, the FHWA has consulted with the Arizona State Historic Preservation Office (SHPO), City of Mesa (Mesa), Gila River Indian Community, the San Carlos Apache Nation, the Yavapai-Apache Nation, the Yavapai-Prescott Indian Tribe, the Hopi Tribe, the Pascua Yaqui Tribe and the Arizona State Museum (ASM) in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR §800.6(b)(2)) to resolve the possible adverse effects of the Project on historic properties; and

**WHEREAS**, the Indian tribes that may attach religious or cultural importance to affected properties are being consulted [pursuant to 36 CFR § 800.2 (c)(2)(ii)(A-F)], and the Gila River Indian Community, the San Carlos Apache Nation, the Yavapai-Apache Nation, the Yavapai-Prescott Indian Tribe, the Hopi Tribe, and the Pascua Yaqui Tribe have been invited to be concurring parties in this Agreement; and

**WHEREAS**, portions of the APE are located on private land within the boundaries of the City of Mesa, and the City of Mesa has been invited to be a concurring party in this Agreement; and

**WHEREAS**, an agreement regarding the treatment and disposition of human remains, associated funerary objects, sacred objects and objects of cultural patrimony would be developed for the Arizona State Museum (ASM) for state and private land, pursuant to A.R.S. § 41-844 and 41-865, and ASM has been invited to be a concurring party in this Agreement; and

**WHEREAS**, the testing and possibly data recovery necessitated by the Project, located on state land, must be permitted by the Arizona State Museum pursuant to A.R.S. §41-842; and

**WHEREAS**, by their signature all parties agree that the regulations specified in the ADOT document, "ADOT Standard Specifications for Road and Bridge Construction" (Section 104.12, 2000) will account for the cultural resources in potential material sources used in project construction; and

**NOW, THEREFORE**, all parties agree that upon FHWA's decision to proceed with the Project, FHWA shall ensure that the following stipulations are implemented in order to take into account the effects of the Project on historic properties, and that these stipulations shall govern the Project and all of its parts until this Agreement expires or is terminated.

## **Stipulations**

FHWA will ensure that the following measures are carried out.

### **1. Geotechnical Investigations**

As geotechnical investigation may adversely impact historic properties within the project's corridor, FHWA proposes that historic properties would be avoided by geotechnical investigations wherever possible. In the event that historic properties cannot be avoided, FHWA, in consultation with the consulting parties, shall determine appropriate treatment for the historic property. Data recovery at geotechnical investigation locations requires a Treatment Plan, as described below, be developed. Geotechnical investigations outside the boundaries of historic properties may proceed prior to the completion of any data recovery required at other locations.

### **2. Development of a Treatment Plan**

The Treatment Plan will be submitted by ADOT, on behalf of FHWA, to all parties to this Agreement for 30 calendar days' review. The data recovery plan will be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (48 FR 44734-37). Unless any signatory or concurring party objects to the Treatment Plan within 30 calendar days after receipt of the plan, FHWA shall ensure that it is implemented prior to construction.

### **3. The Treatment Plan will specify:**

- a) The properties or portions of properties where testing and data recovery is to be carried out. Also, it will specify any property or portion of property that would be destroyed or altered without treatment.
- b) The results of previous research relevant to the project, the research questions to be addressed through testing and data recovery, with an explanation of their relevance and importance.
- c) The field and laboratory analysis methods to be used, with an explanation of their relevance to the research question.
- d) The methods to be used in analysis, data management, and dissemination of data to the professional community and the public, including a proposed schedule for project tasks, including a schedule for the submission of draft and final reports to all signatories and concurring parties to this Agreement.
- e) The proposed disposition and curation of recovered materials and records in accordance with A.R.S. § 41-844 (Section 4.b.3 and 4.c).
- f) Procedures for monitoring construction as well as evaluating and treating discoveries of unexpected or newly identified properties during construction of the Project, including consultation with other parties.
- g) A protocol for the treatment of human remains, in the event that such remains are discovered, describing methods and procedures for the recovery, inventory, treatment, and disposition of human remains, associated funerary objects, and objects of cultural patrimony. This protocol will reflect concerns and/or conditions identified as a result of consultations among parties to this Agreement.

#### 4. Review and Comment on the Treatment Plan

- a) Upon receipt of a draft of the Treatment Plan, ADOT, on behalf of FHWA, will review and subsequently submit such documents concurrently to all consulting parties for review. All consulting parties will have 30 calendar days from receipt to review and provide comments to ADOT. All comments shall be in writing with copies provided to the other consulting parties. Lack of response within this review period will be taken as concurrence with the Treatment Plan.
- b) If revisions to the Treatment Plan are made, all consulting parties will have 20 calendar days from receipt to review the revisions and provide comments to ADOT. Lack of response within this review period will be taken as concurrence with the plan or report.
- c) Once the Treatment Plan is determined adequate by all parties, FHWA shall issue authorization to proceed with the implementation of the Treatment Plan, subject to obtaining all necessary permits.
- d) Final drafts of the Treatment Plan will be provided to all consulting parties.

#### 5. Review and Comment on Preliminary Report of Findings

- a) Upon completion of fieldwork, the institution, firm, or consultant responsible for the work will prepare and submit a brief preliminary report of findings.
- b) The preliminary report of findings shall contain, at a minimum:
  - 1. Discussion of the methods and treatments applied to each property with an assessment of the degree to which these methods and treatments followed the direction provided by the data recovery work plan
  - 2. Topographic site maps for the properties depicting all features and treatment areas
  - 3. General descriptions of recovered artifacts and other data classes, including features excavated or sampled
  - 4. An assessment of the accomplishment of goals established in the Treatment Plan
  - 5. Discussion of further analyses to be conducted for the data recovery report, including any proposed changes in methods or levels of effort from those proposed in the Treatment Plan
- c) Upon receipt of a draft of the preliminary report of findings, ADOT, on behalf of FHWA, will review and subsequently submit such documents concurrently to all consulting parties to this Agreement for review. All consulting parties will have 30 calendar days from receipt to review and provide comments to ADOT. All comments shall be in writing with copies provided to the other consulting parties. Lack of response within this review period will be taken as concurrence with the report.
- d) If revisions to the preliminary report of findings are made, all consulting parties have 20 calendar days from receipt to review the revisions and provide comments to ADOT. Lack of response within this review period will be taken as concurrence with the report.
- e) FHWA shall ensure that any written comments received are taken into account during the preparation of the final document.
- f) Once the preliminary report of findings has been accepted as a final document, ADOT, on behalf of FHWA, will notify appropriate project participants that construction may proceed.

## 6. Review and Comment on Data Recovery Report

- a) Within 180 days of completion of data recovery, a report will be prepared incorporating all appropriate data analyses and interpretations, and the report will be submitted to signatories and concurring parties who will be provided with 30 calendar days to review and comment upon the data report.
- b) Upon receipt of the data recovery report, ADOT, on behalf of FHWA, will review and subsequently submit such documents concurrently to all consulting parties for review. All consulting parties will have 30 calendar days from receipt to review and provide comments to ADOT. All comments shall be in writing with copies provided to the other consulting parties. A lack of response within this review period will be taken as concurrence with the report.

- c) If revisions to the data recovery report are made, all consulting parties have 20 calendar days from receipt to review the revisions and provide comments to ADOT. Lack of response within this review period will be taken as concurrence with the report.
- d) FHWA shall ensure that any written comments received are taken into account during the preparation of the final document.

## 7. Standards for Monitoring, Testing, and Data Recovery

All historic preservation work carried out pursuant to this Agreement shall be carried out by or under the supervision of a person, or persons, meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-44739).

## 8. Curation

- a) All materials and records resulting from the data recovery program conducted within the Project area shall be curated in accordance with either ASM guidelines.
- b) For materials and records located on state or private land, curation shall take place in accordance with standards outlined in A.R.S. § 41-844, and guidelines generated by ASM. The repository for materials either will be ASM or one located in Maricopa or Pinal counties that meets those standards and guidelines. Materials subject to repatriation under A.R.S. § 41-844 and A.R.S. § 41-865 shall be maintained in accordance with the burial agreement.

## 9. Additional Inventory Survey

ADOT, on behalf of FHWA, in consultation with all parties to this agreement shall ensure that new inventory surveys of additional rights-of-way and temporary construction easements will include determinations of eligibility that are made in accordance with Section 106 for all historic properties, including any added staging or use areas. Should any party to this Agreement disagree with FHWA regarding eligibility, the SHPO shall be consulted and resolution sought within 20 calendar days. If FHWA and SHPO disagree on eligibility, FHWA shall request a formal determination from the Council.

## 10. Dispute Resolution

Should any signatory or concurring party to this Agreement object within 30 days to any action, plan, or report provided for review, FHWA shall consult with the objecting party to resolve the objection. The objection must be identified specifically and the reasons for objection documented in writing. If the objection cannot be resolved, FHWA shall:

- a) Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR §800.2(b)(2). Any comment provided by the Council, and all comments from the signatories to this Agreement will be taken into account by FHWA in reaching a final decision regarding the dispute

- b) If the Council does not provide any comments regarding the dispute within 30 days after receipt of adequate documentation, FHWA may render a decision regarding the dispute. In reaching its decision, FHWA will take into account all written comments regarding the dispute from the signatories to the Agreement
- c) FHWA will notify all signatories of its decision in writing before implementing that portion of the undertaking subject to dispute under this stipulation. FHWA's decision will be a final agency decision
- d) It is the responsibility of FHWA to carry out all other actions subject to the terms of this Agreement that are not the subject of the dispute

#### 11. Discoveries/Changes in the APE

If potential historic or prehistoric archaeological materials or properties or human remains are discovered after construction begins, the person in charge of the construction shall require construction to immediately cease within the area of the discovery, take steps to protect the discovery, and promptly report the discovery to the ADOT Historic Preservation Specialist, representing FHWA. The ADOT Historic Preservation Specialist, representing FHWA shall notify and consult with the signatories to this Agreement to determine whether a change in the APE or amendments to this Agreement is necessary. If a change in the APE is determined to be necessary, the FHWA will initiate review, evaluation, and determination of affect in consultation with the signatories pursuant to 36 CFR 800.4 through 800.6 and proceed with amendments to the Agreement if necessary.

- a) If the discovery appears to involve human remains or remains as defined in ASM rules implementing A.R.S. § 41-844 and 41-865, the Director of ASM shall be notified. In consultation with the Director, ADOT, on behalf of FHWA, and the person in charge of construction shall ensure that the discovery is treated according to the burial agreement.
- b) If remains are not involved, and the discovery is located on state land, ADOT, on behalf of FHWA, shall notify ASM as required under A.R.S. § 41-844. ADOT, on behalf of FHWA in consultation with ASM and SHPO, if appropriate, shall determine if the Treatment Plan previously approved by ASM according to Stipulation 2 is appropriate to the nature of the discovery. If appropriate, the Treatment Plan shall be implemented by ADOT, on behalf of FHWA. If the Treatment Plan is not appropriate to the discovery, FHWA shall ensure that an alternate plan for the resolution of adverse effects is developed and circulated to the consulting parties, who will have 48 hours to review and comment upon the alternate plan. FHWA shall consider the resulting comments, and shall implement the alternate plan once a project specific permit has been issued.
- c) If remains are not involved and the discovery is located on private land, ADOT, on behalf of FHWA, shall evaluate the discovery, and SHPO shall be notified as appropriate. The ADOT Historic Preservation Specialist, on behalf of FHWA, shall determine if the plan previously approved according to Stipulation 2 is appropriate to the nature of the discovery. If appropriate, the Treatment Plan shall be implemented by ADOT, on behalf of FHWA. If the Treatment Plan is not appropriate to the discovery, FHWA shall ensure that an alternate plan for the resolution of adverse effects is developed and circulated to the consulting parties, who

will have 48 hours to review and comment upon the alternate plan. FHWA shall consider the resulting comments, and shall implement the alternate plan once a project specific permit has been issued.

## 12. Amendments

In accordance with 36 CFR §800.6(c)(7), if any signatory determines that the terms of this Agreement will not or cannot be carried out or that an amendment to its terms is needed, that party shall immediately notify FHWA and request an amendment. The proposed amendment shall be submitted in draft form with the request. The signatories to this Agreement will consult to review and consider such amendment. The amendment will be effective on the date a copy signed by all of the original signatories. FHWA shall file any amendments with the Council and provide notice to the concurring parties.

## 13. Termination

Any signatory may terminate the Agreement by providing written notification 30 days in advance to the other signatories. During this 30-day period, the signatories may consult to seek agreement on amendments or other actions that would avoid termination pursuant to 36 CFR §800.6(b). In the event an agreement on amendments or other actions cannot be reached within the 30 day time frame, termination shall be effective on the 31<sup>st</sup> day. Subsequent to termination, FHWA will notify the signatories within 30 days whether it will initiate consultation to execute an Agreement with the signatories under 36 CFR §800.6(c)(1) or request comments of the Council under 36 CFR §800.7(a) and proceed accordingly.

## 14. Equal Opportunity/Non-discrimination

The parties agree to comply with Chapter 9, Title 41, A.R.S. (Civil Rights), Arizona Executive Order 2009-9 and any other federal or state laws relating to equal opportunity and non-discrimination, including the Americans with Disabilities Act.

## 15. Records

As is applicable to the signatories and consulting parties to this Project, all books, accounts, reports, files and other records relating to this Agreement shall be subject, at all reasonable times, to inspection and audit by the State for five years after the termination of this Agreement, pursuant to A.R.S. §35-214, §35-215, and §41-2548.

## 16. Conflict of Interest

This agreement is subject to cancellation by the State under A.R.S. §38-511 if any person significantly involved in the Agreement on behalf of the State is an employee or consultant of the contractor at any time while the Agreement or any extension of the Agreement is in effect.



17. Non-availability of Funds

This agreement shall be subject to available funding, and nothing in this Agreement shall bind the State to expenditures in excess of funds appropriated and allotted for the purposes outlined in this Agreement.

18. Arbitration

To the extent required by A.R.S. §12-1518(b) and §12-133, the parties agree to resolve any dispute arising out of this Agreement by arbitration.

19. In the event that FHWA or ADOT cannot carry out the terms of this Agreement, FHWA will comply with 36 CFR §800.3 through §800.6.

20. There shall be an annual meeting among FHWA, SHPO, and ADOT to review the effectiveness and application of this Agreement, to be held on or near the anniversary date of the execution of this Agreement.

This agreement shall be null and void if its terms are not carried out within ten (10) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms. Execution of this Agreement by the signatories and its subsequent filing with the Council is evidence that the FHWA has afforded the Council an opportunity to comment on the Project and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on historic properties.



**Appendix F: Arizona Game and Fish Department's Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects (Revised October 23, 2007)**

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GUIDELINES FOR HANDLING SONORAN DESERT TORTOISES  
ENCOUNTERED ON DEVELOPMENT PROJECTS  
Arizona Game and Fish Department  
Revised October 23, 2007

The Arizona Game and Fish Department (Department) has developed the following guidelines to reduce potential impacts to desert tortoises, and to promote the continued existence of tortoises throughout the state. These guidelines apply to short-term and/or small-scale projects, depending on the number of affected tortoises and specific type of project.

The Sonoran population of desert tortoises occurs south and east of the Colorado River. Tortoises encountered in the open should be moved out of harm's way to adjacent appropriate habitat. If an occupied burrow is determined to be in jeopardy of destruction, the tortoise should be relocated to the nearest appropriate alternate burrow or other appropriate shelter, as determined by a qualified biologist. Tortoises should be moved less than 48 hours in advance of the habitat disturbance so they do not return to the area in the interim. Tortoises should be moved quickly, kept in an upright position parallel to the ground at all times, and placed in the shade. Separate disposable gloves should be worn for each tortoise handled to avoid potential transfer of disease between tortoises. Tortoises must not be moved if the ambient air temperature exceeds 40° Celsius (105° Fahrenheit) unless an alternate burrow is available or the tortoise is in imminent danger.

A tortoise may be moved up to one-half mile, but no further than necessary from its original location. If a release site, or alternate burrow, is unavailable within this distance, and ambient air temperature exceeds 40° Celsius (105° Fahrenheit), the Department should be contacted to place the tortoise into a Department-regulated desert tortoise adoption program. Tortoises salvaged from projects which result in substantial permanent habitat loss (e.g. housing and highway projects), or those requiring removal during long-term (longer than one week) construction projects, will also be placed in desert tortoise adoption programs. *Managers of projects likely to affect desert tortoises should obtain a scientific collecting permit from the Department to facilitate temporary possession of tortoises.* Likewise, if large numbers of tortoises (>5) are expected to be displaced by a project, the project manager should contact the Department for guidance and/or assistance.

Please keep in mind the following points:

- . These guidelines do not apply to the Mojave population of desert tortoises (north and west of the Colorado River). Mojave desert tortoises are specifically protected under the Endangered Species Act, as administered by the U.S. Fish and Wildlife Service.
- . These guidelines are subject to revision at the discretion of the Department. We recommend that the Department be contacted during the planning stages of any project that may affect desert tortoises.
- . Take, possession, or harassment of wild desert tortoises is prohibited by state law. Unless specifically authorized by the Department, or as noted above, project personnel should avoid disturbing any tortoise.