Appendix C: PowerPoint Presentation

State Route 801

Proposed Loop 303 to Proposed Loop 202

Arizona Department of Transportation

May 17, 2007

Welcome and Introductions

Study Team

- Tim Tait, ADOT Communication and Community Partnerships
- Mike Bruder, ADOT Valley Project Management
- Rebecca Yedlin, ADOT Environmental Planning Group
- Bill Vachon, Federal Highway Administration
- Brian Bombardier, HDR Design Manager
- Rick Duarte, HDR Environmental Coordinator

Study Update

September 2005

- Agency and public information meetings
  - Study information was presented
  - Study team answered questions and received input

March 2006

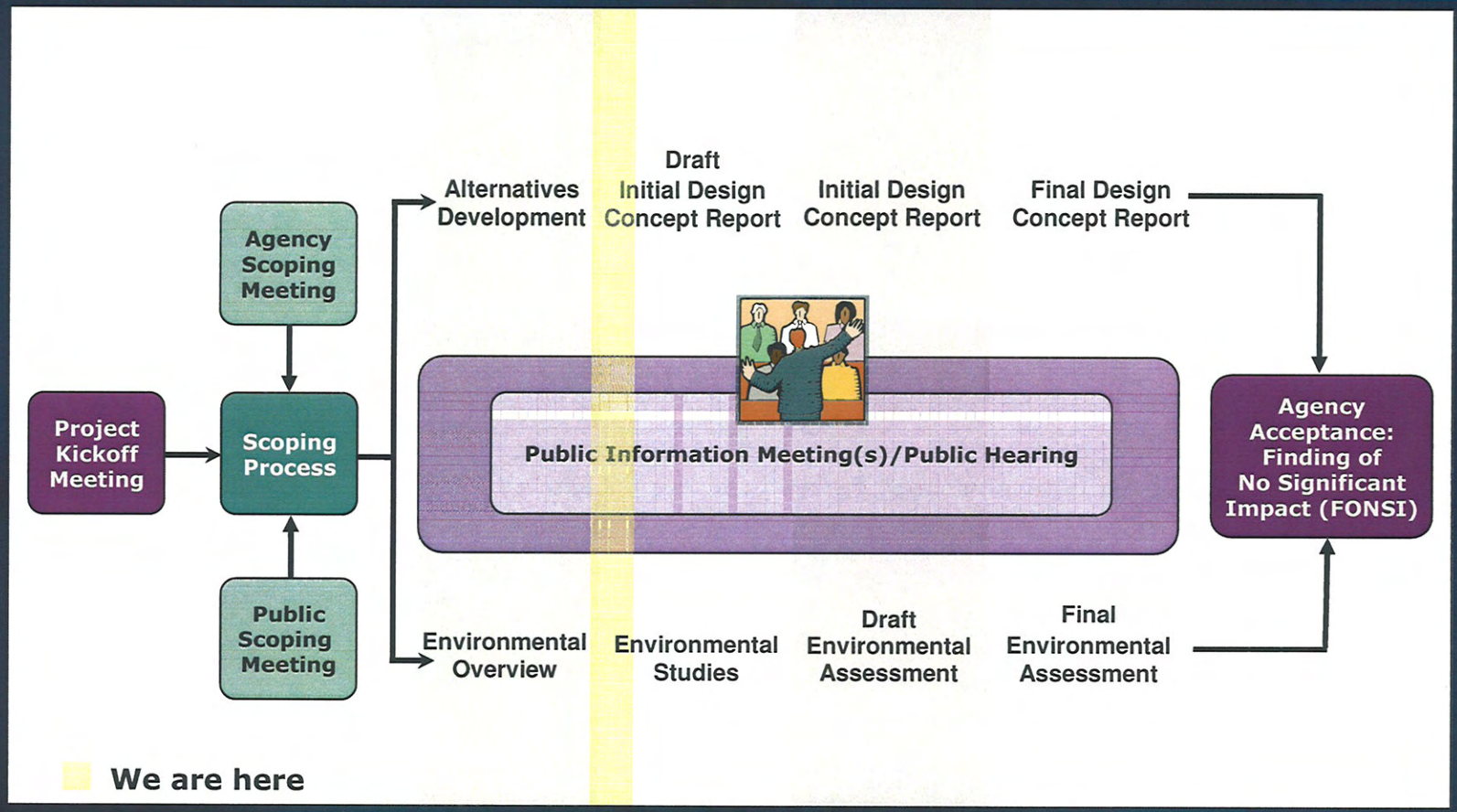
- Agency and public scoping meetings
  - Three alternative corridors were presented

Study Update (Continued)

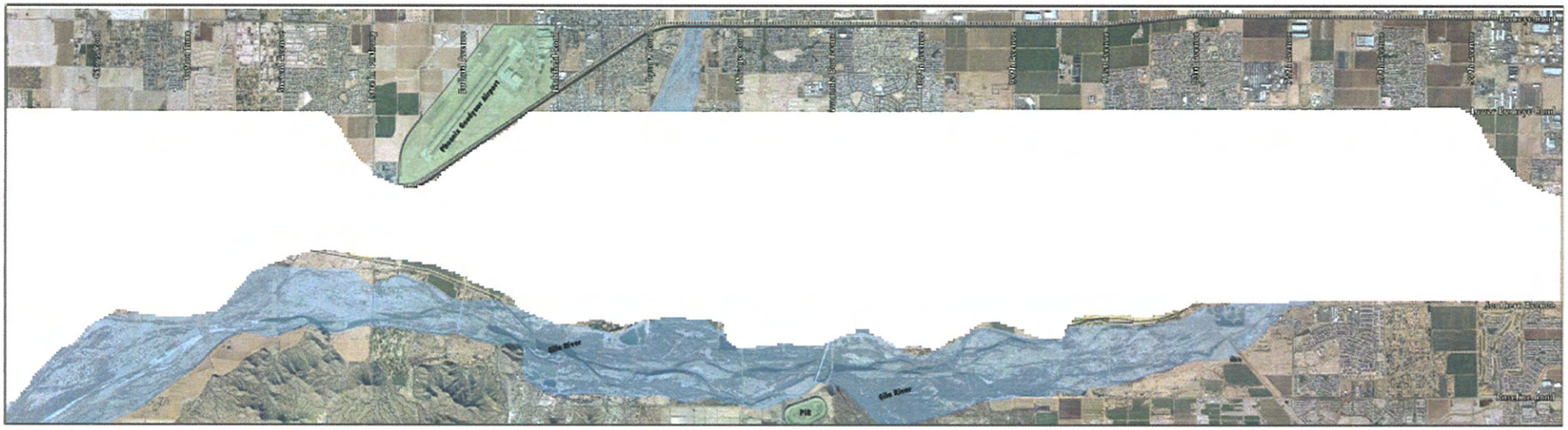
November 2006

- Newsletters mailed to study mailing list and distributed door-to-door within study area
  - Expanded corridor areas were presented
- Loop 303 public information meeting
  - SR 801 study team members were available to discuss expanded corridors with public

Study Process

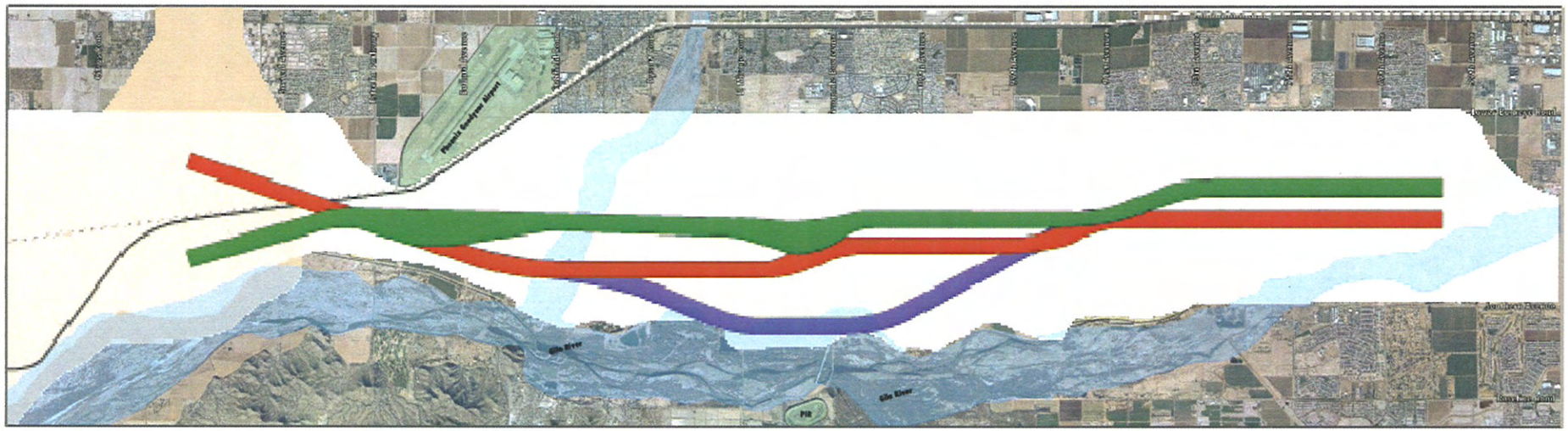


How were the alternatives developed?



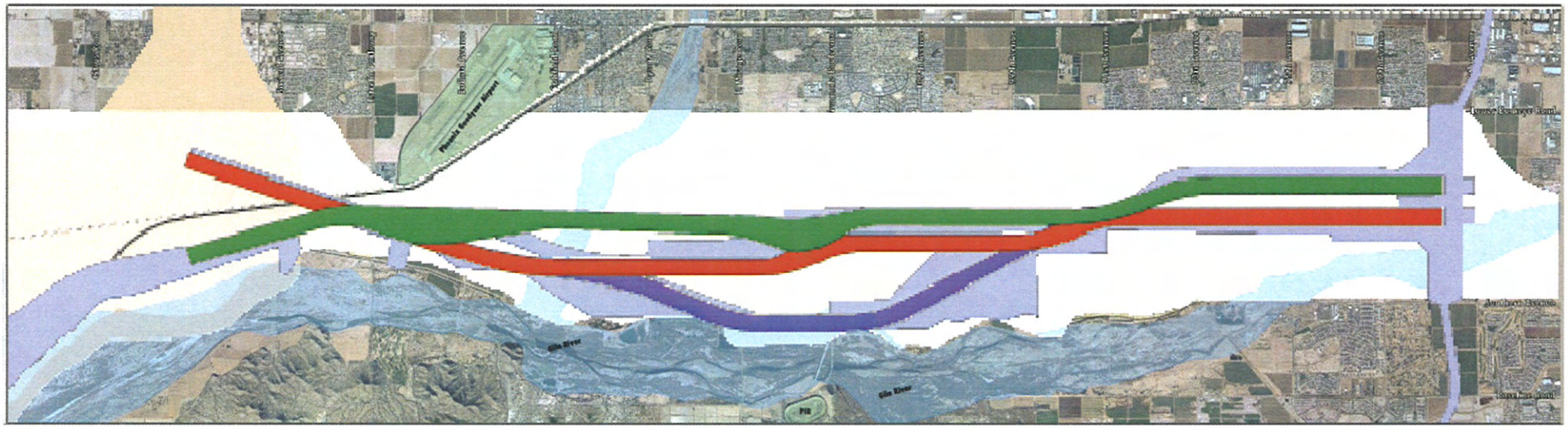
- Study Area

How were the alternatives developed?



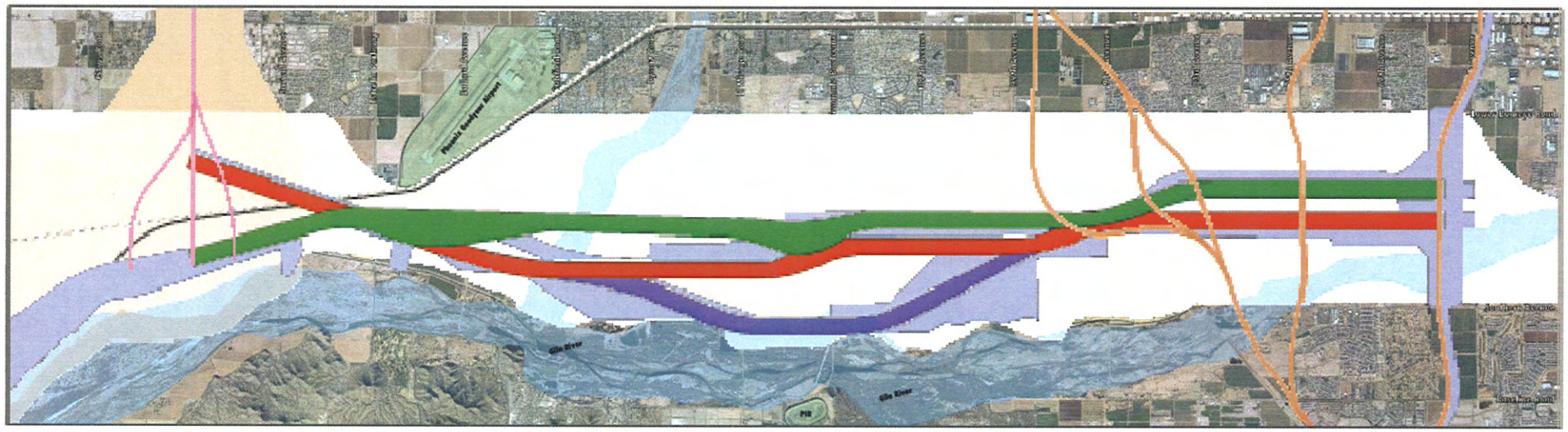
- Original Corridors

How were the alternatives developed?



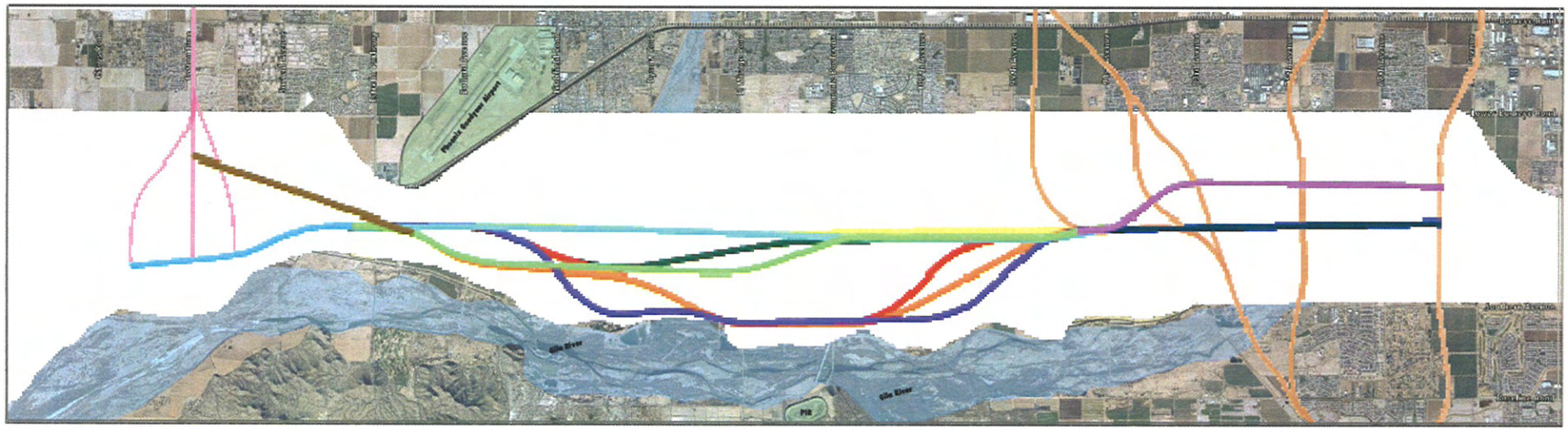
- Expanded Corridor Areas

How were the alternatives developed?



- Loop 303 and South Mountain Freeway Proposed Corridors

How were the alternatives developed?



- SR 801 Alignments

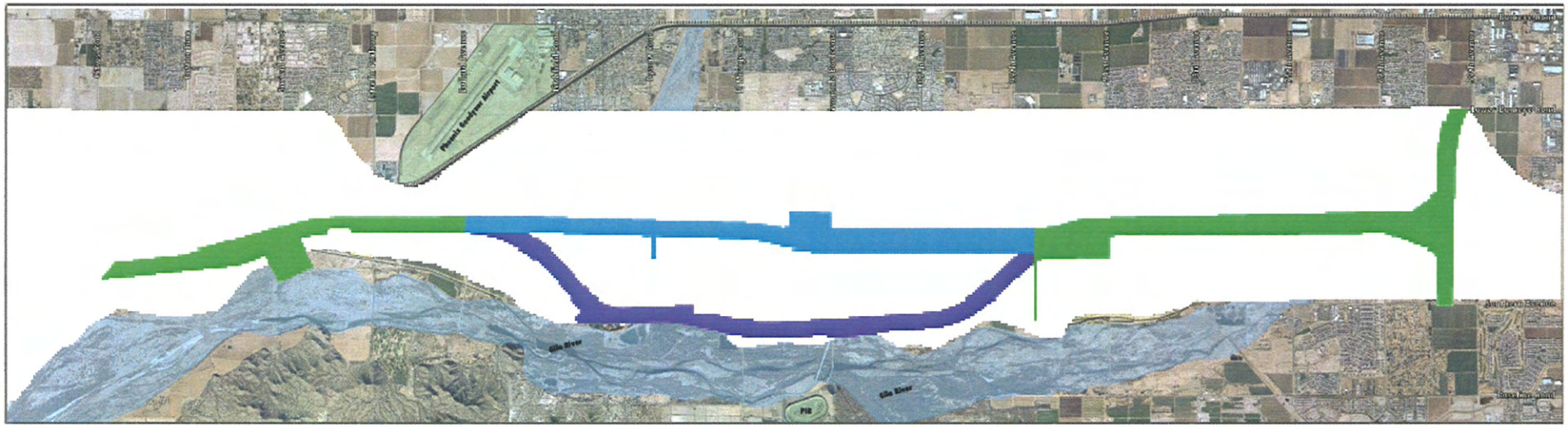
How were the alternatives developed?

5/9/2007 8:50

SR 801 (LOOP 303 TO LOOP 202)
SUBSECTION COMPARISON

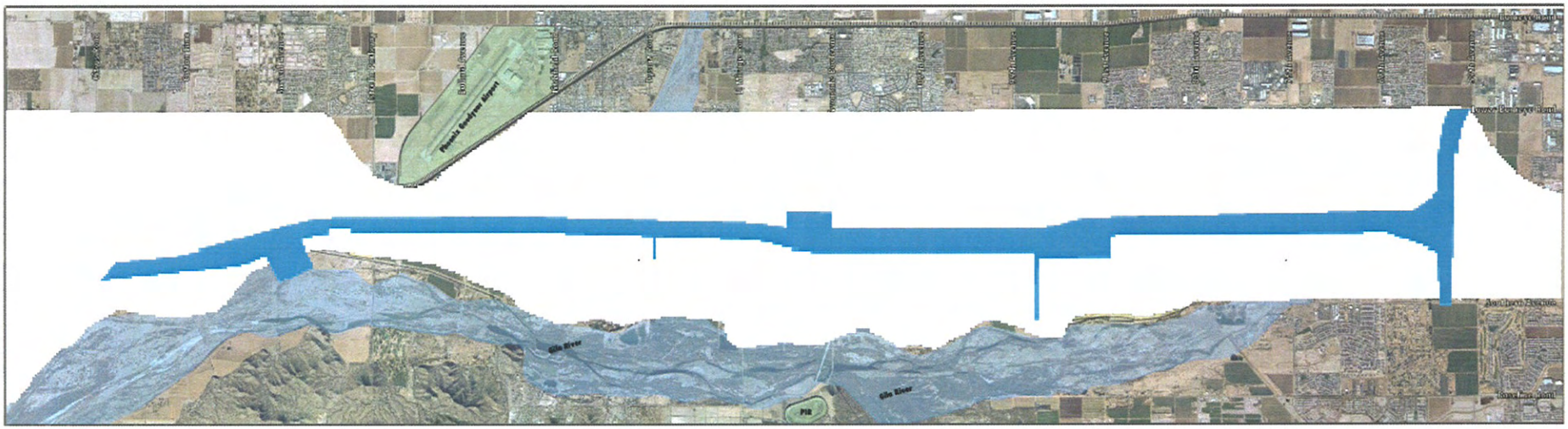
SECTION	SECTION 1		SECTION 2							SECTION 3	
SUBSECTION	1a	1b	2a-1	2a-2	2b-1	2b-2	2c-1	2c-2	2c-3	3a	3b
COST AND RIGHT OF WAY											
Relative Construction Cost	Base +++ (Not estimated due to UPRR bridge. Feasibility challenged, but would be extremely expensive)	Base	Base + $6M	Base	Base + $105M	Base + $115M	Base + $80M	Base + $100M	Base + $92M	Base + $75M (+)	Base
Relative Right of Way Cost	Base + $20M +	Base	Base + $15M	Base + $4M	Base + $11M	Base	Base + $0.2M	Base + $17M	Base + $10M	Base + $100M (+)	Base
Net Right of Way Acreage	205	94	0-47	50-0	0-60	550	784	705	707	50	37
Residential Displacements (Existing)	4	0	22	22	14	14	208	208	208	95	95
Residential Displacements (Platted)	0	0	360	360	101	101	101	101	101	0	0
Business Displacements	0	0	0	0	1	1	1	1	0	0	0
Other Displacements	0	0	1	1	0	0	0	0	0	2	2
Planned School Impacts	No	No	Yes	Yes	Possible	Possible	No	No	No	No	No
Past, Current & Planned Sand & Gravel Operation Impacts	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes
COMMUNITY SUPPORT											
Goodyear Community Support	No	Yes	Neutral	Neutral	Neutral	Neutral	Supports Avondale	Supports Avondale	Supports Avondale	Neutral	Neutral
Avondale Community Support	Neutral	Neutral	No	No	No	No	Yes	Yes	Yes	Neutral	Neutral
Phoenix Community Support	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Slightly favored due to shielding of WWTP. Also, may support Avondale	Slightly favored due to shielding of WWTP. Also, may support Avondale	Yes. Favored due to shielding of WWTP. City Council expected to voice support formally soon.	No	Yes - City Council expected to voice support formally soon.
Maricopa County	Unknown	Unknown	No	No	No	No	Yes	Yes	Yes	Unknown	Unknown
ENGINEERING											
Geometric Design	Unacceptable due to UPRR Crossing	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable	Unacceptable due to Broadway Crossing and complications with future AWS connection.	Acceptable, however, more of the SR 801/ SR 202L TI is over the Salt River
Drainage Implications	Substantial. Problematic to drain stormwater from north of UPRR to the Gila River due to numerous utilities	Moderate. Must drain storm water north, a pump station at Sarival to cross the Buckeye Canal to the Gila River	Minor. Sharlot River King. Must cross DRCC - Possible FCDMC Cost Share Opportunities	Minor. Sharlot River King. Must cross DRCC - Possible FCDMC Cost Share Opportunities	Moderate. Must cross through DRCC basin and over DRCC canals. Possible FCDMC cost share opportunities	Moderate. Must cross through DRCC basin and over DRCC canals. Possible FCDMC cost share opportunities.	Substantial. Must cross through DRCC basin and will be located immediately upstream of Tres Rios levee, impeding Tres Rios basins. Possible FCDMC cost share opportunities	Substantial. Must cross through DRCC basin and will be located immediately upstream of Tres Rios levee, impeding Tres Rios basins. Possible FCDMC cost share opportunities	Substantial. Will be located immediately upstream of Tres Rios levee, impeding Tres Rios basins. Possible FCDMC cost share opportunities	Unacceptable Drainage outfall must cross Broadway - a major BS corridor	Nothing unusual or unique.
Traffic Operations	When looking to the west, the alignment would cause not or direction and Safety concerns with a Spread TI and proximity to UPRR crossing. SR 303L / SR 801 TI must have at least 1-lane ramps for NW, EE, SW & EN and 2-Lane ramps for NE, WS, SE and WN for LOS D or better	Consistent with SR 801 alignment direction to the west. SR 303L / SR 801 TI must have at least 1-lane ramps for NW, EE, SW & EN and 2-Lane ramps for NE, WS, SE and WN for LOS D or better	LOS D or better for 2030. Higher demand than the 2c options. More efficient and balanced TI traffic utilization compared to 2c.	LOS D or better for 2030. Higher demand than the 2c options. More efficient and balanced TI traffic utilization compared to 2c.	LOS D or better for 2030. Higher demand than the 2c options. More efficient and balanced TI traffic utilization compared to 2c.	LOS D or better for 2030. Higher demand than the 2c options. More efficient and balanced TI traffic utilization compared to 2c.	LOS D or better for 2030. Lower demand than the 2a/2b options. Less efficient and balanced TI traffic utilization compared to 2a/2b options	LOS D or better for 2030. Lower demand than the 2a/2b options. Less efficient and balanced TI traffic utilization compared to 2a/2b options	LOS D or better for 2030. Lower demand than the 2a/2b options. Less efficient and balanced TI traffic utilization compared to 2a/2b options	Less demand than 2b. SR 202L / SR 801 TI must have at least 2-lane ramps for SW & EN and 3-lane ramps for NW and SE for LOS D or better	Greater demand than 2a. SR 202L / SR 801 TI must have at least 2-lane ramps for SW, EN & S-EN and 3-lane ramps for NW for LOS D or better
Major Utility Impacts	Substantial. UPRR NW contains numerous fiber optic lines and a petroleum pipeline. Some relocations may be required.	Minor pipeline encroachments	Moderate 500 kV & 230 kV CHP relocations. Minor pipeline encroachments	Moderate 500 kV & 230 kV CHP relocations. Minor pipeline encroachments	Substantial 500 kV, 345 kV & 230 kV relocations. Substantial pipeline encroachments	Moderate 500 kV & 230 kV CHP relocations. Moderate pipeline encroachments	Substantial 500 kV, 345 kV & 230 kV relocations. Substantial pipeline encroachments	Moderate irrigation impacts. Moderate pipeline encroachments	Minor irrigation impacts. Moderate pipeline encroachments	Moderate. 115 crossings in Broadway Road and minor 69 kV CHP relocations	Minor 69 kV CHP relocations only
Maintenance Issues	Moderate due to UPRR / MC 85 bridge and drainage collection north of UPRR. Possibly less complaints north of	Minor. Sharlot Length and only 1 complaint	Nothing unusual or unique. Sharlot Length	Nothing unusual or unique. Sharlot Length	Nothing unusual or unique. Second Sharlot Length	Nothing unusual or unique. Second Sharlot Length	Moderate. Length is 1/2 mile longer	Moderate. Length is 1/2 mile longer	Moderate. Length is 1/2 mile longer	Possibly Unacceptable (bore alignment) may be needed at Broadway	Nothing unusual or unique
ENVIRONMENTAL											
Prime & Unique Farmlands (Acres)	142.7	141.1	794.2	692.4	729	604.1	861.1	580.2	860	288.8	367.7
Biology Impacts - Critical Habitat Vegetation	None	None	None	None	Possible Wetland impacts at Avondale WWTP outlet	Possible Wetland impacts at Avondale WWTP outlet	Possible Wetland impacts at Avondale WWTP outlet	Possible Wetland impacts at Avondale WWTP outlet	None	None	None
Biology Impacts - Wildlife (Threatened, Endangered & Species of Concern)	None anticipated	Elevated Noise levels, air quality adjacent to Gila River Habitat	Elevated Noise levels, air quality adjacent to Agua Fria River Habitat	Elevated Noise levels, air quality adjacent to Agua Fria River Habitat	Elevated Noise levels, air quality adjacent to Agua Fria River Habitat	Elevated Noise levels, air quality adjacent to Agua Fria River Habitat	Elevated Noise levels, air quality adjacent to Agua Fria, Salt and Gila River Habitats	Elevated Noise levels, air quality adjacent to Agua Fria, Salt and Gila River Habitats	Elevated Noise levels, air quality adjacent to Agua Fria, Salt and Gila River Habitats	None anticipated	Elevated Noise levels, air quality adjacent to Salt River Habitat
Floodplain Impacts (Acres)	0	0.2	0.4	0.4	2.3	2.3	2.3	2.3	2.3	10.2	11.2
Jurisdictional Wetland Impact (Acres)	0	0.2	3.4	3.4	6.3	6	6.3	6.3	3.7	10.2	12.2
Water Resource Impacts	2 wells	10 wells & BWCDD Crossing	29 Wells, Agua Fria River (0.7 Ac.), Buckeye Feeder	29 Wells, Agua Fria River (0.7 Ac.), Buckeye Feeder	28 Wells, Agua Fria River (1.1 Ac.), Buckeye Feeder	28 Wells, Agua Fria River (0.9 Ac.), Buckeye Feeder	32 Wells, Agua Fria River (1.0 Ac.), Buckeye Feeder & St. John's Canal	32 Wells, Agua Fria River (1.0 Ac.), Buckeye Feeder & St. John's Canal	32 Wells, Agua Fria River (1.1 Ac.), Buckeye Feeder & St. John's Canal	32 Wells & Salt River (10.0 Ac.)	10 Wells & Salt River (21.0 Ac.)
Relative Noise Impacts (Exist Conditions)	N/A	N/A	Low	Low	Moderate	Moderate	High	High	High	Low	Moderate
Air Quality	Conformance Complaint	Conformance Complaint	Conformance Complaint	Conformance Complaint	Conformance Complaint	Conformance Complaint	Conformance Complaint	Conformance Complaint	Conformance Complaint	Conformance Complaint	Conformance Complaint
Visual (Quality Rating, Higher = Better)	3.7	3.1 - Due to proximity to River & Mountains	3.7	3.7	3.4	3.4	2.8 - Due to proximity to River & Mountains	2.8 - Due to proximity to River & Mountains	2.8 - Due to proximity to River & Mountains	3.4 - Due to proximity to existing freeway	3.7
Possible Hazardous Material Impacts	4 low level sites	2 low level sites	2 low level sites	2 low level sites	0	0	10 high level sites	2 high level sites	2 high level sites	1 high level site	1 low level site
Section 4(f) Element Impacts	UPRR & 2 Trails - Will be impacted	Buckeye Canal - Will be impacted	3 Trails - Will be impacted	3 Trails - Will be impacted	3 Trails - Will be impacted	3 Trails - Will be impacted	3 Trails (will be impacted), St. Johns Canal, Everett Dairy, Southern Ave Dairy	3 Trails (will be impacted), St. Johns Canal, Southern Ave Dairy	3 Trails (will be impacted), St. Johns Canal, Southern Ave Dairy	UPRR Lateral 10, 1 Trail, 1 Trail (will be impacted)	1 Trail (will be impacted)
Environmental Justice - Probability of Impacts - Disabled, Age 65 & Older, Minority, Female & Female HOH. Response based on number of residential displacements noted above.	Low	Low	Low	Low	Low	Low	High	High	Moderate	Very High	Moderate
Planned Development Impacts (Acres)	79.37	103.29	-49.37	50.29	-49.37	99.63	137.00	137.00	6.44	117.57	61.44
Cultural Resources (Historic) Site Impacts	UPRR - Will be impacted	Buckeye Canal - Will be impacted	Site AZ T:11:42 (ASM)	Site AZ T:11:42 (ASM)	Site AZ T:11:42 (ASM)	Site AZ T:11:42 (ASM)	St. Johns Canal, Everett Dairy, Southern Ave Dairy	St. Johns Canal, Southern Ave Dairy	St. Johns Canal	Lateral 10	None
Cultural Resources (Prehistoric) Impacts (Acres)	1.97	37.33	140.39	92.33	111.23	110.84	61.07	10.7	10.66	11.49	33.8
GENERAL STATISTICS											
Length (Mi.)	1.91	1.73	8.06	8.07	6.25	8.15	8.46	8.32	8.23	3.28	3.54
Number of Service TIs	1	1	7	7	7	7	7	7	7	15	21
Bridge Requirements (CY)	1,104	0.94	2,364	2,364	2,364	3,144	1,144	3,644	5,484	1,144	0.94
Bridge Deck Area (SF)	280,000	60,000	734,057	734,057	1,480,000	1,208,367	1,660,384	1,660,384	1,027,200	240,000	175,000
Number of Pump Stations	1 and potentially 2		0	0	0	0	0	0	0	0	0

How were the alternatives developed?



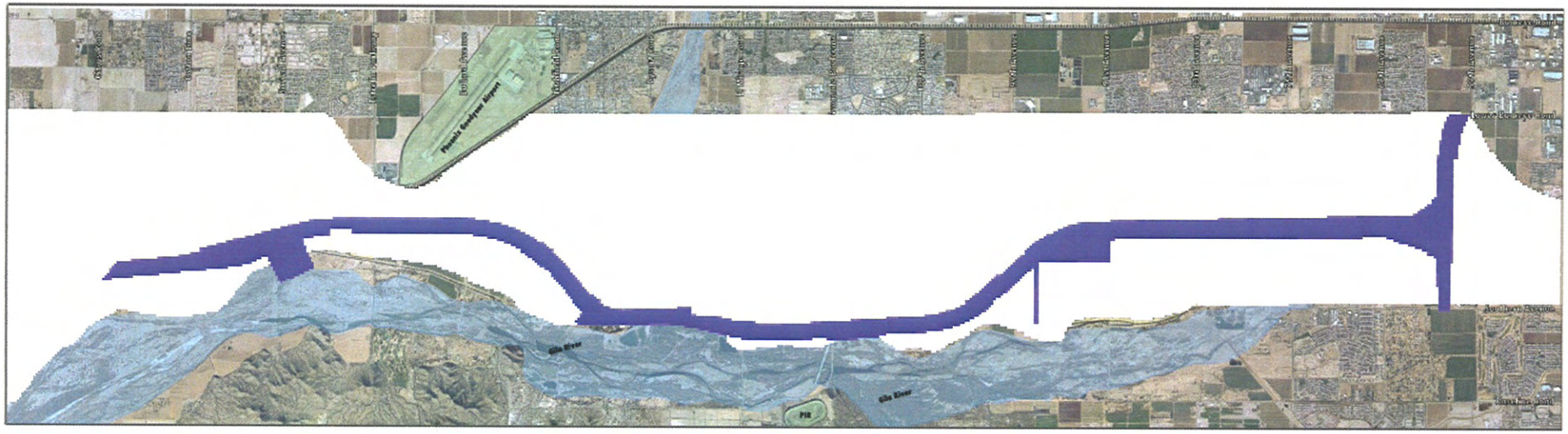
- Refined Corridors

How were the alternatives developed?



- **Proposed North Alternative**

How were the alternatives developed?



- Proposed South Alternative

What happens over the next 6 weeks?

June 2007	Compile local government and public meeting feedback
Summer 2007	Alternative recommendation

What happens over the next 18 months?

Summer 2007	Alternative recommendation
Early 2008	Complete Draft Environmental Assessment and engineering documentation
	Hold public hearing (follows release of Draft Environmental Assessment)
Summer 2008	Complete Final Environmental Assessment and engineering documentation
Early 2009	Complete preliminary design

What happens next?

Early 2009	Complete preliminary design
2008–2015	Acquire land in advance
2021–2022	Acquire remaining land
	Complete final design
2023–2025	Begin construction

Project contact info

Project Web site:

www.azdot.gov/valleyfreeways

E-mail:

ADOT@policydevelopmentgroup.com

Project information line:

602-288-9905

Project mailing address:

Michael Book, SR 801 Study Team
3200 E. Camelback Road, Suite 350
Phoenix, AZ 85018

Question/Answer Session

Thank you!