NOTICE OF INTENT

Appendix 6-1, Notice of Intent,Contains the Notice of Intent that was published in the Federal Register on APRIL 20, 2001 (Vol. 66, No. 77). This document notifies the public that FHWA, in cooperation with the Arizona Department of Transportation, is preparing an environmental impact statement (EIS) to evaluate the potential impacts to mountain preserve land, residential and commercial development, Tribelands, cultural resources, historic roads and canals, endangered species, jurisdictional waters of the U.S., air and noise quality, and hazardous waste in the proposed South Mountain corridor.

APPENDIX 6-1

Federal Register / Vol. 66, No. 77 / Friday, April 20, 2001 / Notices

ACTION: Notice of intent to deny petitions for reconsideration of the Final Environmental Impact Statement (EIS) for the proposed South Mountain Freeway Project.

SUMMARY: Pursuant to the National Environmental Policy Act of 1969, as amended (NEPA), and its implementing regulations, the U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA), is publishing this Notice to advise the public that it proposes to issue a Final EIS for the proposed South Mountain Freeway Project in Phoenix, Maricopa County, Arizona. The Final EIS will address the environmental impacts of the proposed freeway project and recommend mitigation measures to protect and preserve the unique and irreplaceable environmental values of the area.

APPENDIX 6-1

DEPARTMENT OF TRANSPORTATION

Environmental Impact Statement: Maricopa County, Arizona

Ann D. Davis, District Engineer, Federal Highway Administration, 214 North Central Avenue, Suite 316, Phoenix, AZ 85004, telephone (602) 372-2046.

Federal Highway Administration

FOR FURTHER INFORMATION CONTACT: Ann D. Davis, District Engineer, Federal Highway Administration, 214 North Central Avenue, Suite 316, Phoenix, AZ 85004, telephone (602) 372-2046.

SYNOPSIS: Notice of Intent

The purpose of this Notice of Intent (NOI) is to announce the intent of the Arizona Department of Transportation (ADOT) to prepare and submit an environmental impact statement (EIS) for the proposed South Mountain Freeway Project. The proposed project will consist of a new freeway system that will provide a direct link between the historic Phoenix downtown area and the Arizona Sonoran Desert. The proposed freeway project will also address the environmental impacts of the proposed freeway project and recommend mitigation measures to protect and preserve the unique and irreplaceable environmental values of the area.

Appendix 6-1

Federal Register / Vol. 66, No. 77 / Friday, April 20, 2001 / Notices

ACTION: Notice of intent to deny petitions for reconsideration of the Final Environmental Impact Statement (EIS) for the proposed South Mountain Freeway Project.

SUMMARY: Pursuant to the National Environmental Policy Act of 1969, as amended (NEPA), and its implementing regulations, the U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA), is publishing this Notice to advise the public that it proposes to issue a Final EIS for the proposed South Mountain Freeway Project in Phoenix, Maricopa County, Arizona. The Final EIS will address the environmental impacts of the proposed freeway project and recommend mitigation measures to protect and preserve the unique and irreplaceable environmental values of the area.

APPENDIX 6-1

DEPARTMENT OF TRANSPORTATION

Environmental Impact Statement: Maricopa County, Arizona

Ann D. Davis, District Engineer, Federal Highway Administration, 214 North Central Avenue, Suite 316, Phoenix, AZ 85004, telephone (602) 372-2046.

Federal Highway Administration

FOR FURTHER INFORMATION CONTACT: Ann D. Davis, District Engineer, Federal Highway Administration, 214 North Central Avenue, Suite 316, Phoenix, AZ 85004, telephone (602) 372-2046.

SYNOPSIS: Notice of Intent

The purpose of this Notice of Intent (NOI) is to announce the intent of the Arizona Department of Transportation (ADOT) to prepare and submit an environmental impact statement (EIS) for the proposed South Mountain Freeway Project. The proposed project will consist of a new freeway system that will provide a direct link between the historic Phoenix downtown area and the Arizona Sonoran Desert. The proposed freeway project will also address the environmental impacts of the proposed freeway project and recommend mitigation measures to protect and preserve the unique and irreplaceable environmental values of the area.
NEWSLETTERS AND ADVERTISEMENTS

Appendix 6-2, Newsletters and Advertisements, includes the project newsletters and public meeting advertisements. These documents were published and distributed to inform the public of the project, meeting times, and locations and to inform the public on ways to comment or otherwise participate in the process.

Overview

A South Mountain Freeway was included in the Regional Freeway System plan that was approved by Maricopa County voters in 1985. A conceptual design and state-level Environmental Assessment were completed in 1988. As presented in the Environmental Assessment, the freeway would connect Interstate 10 south of Phoenix with Interstate 10 west of the city, following an east-west alignment along Pecos Road, through the western tip of South Mountain Park, then north to Interstate 10 between 55th and 63rd avenues.

The north-south leg of the freeway would pass near the community of Laveen and through agricultural lands within the city of Phoenix. After it passed South Mountain Park and turned to the east, the freeway would pass through the Ahwatukee/Foothills community, following an alignment along Pecos Road.

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration are conducting a new engineering and environmental study known as an Environmental Impact Statement that will examine a full range of alternatives to the concept presented in the 1988 Environmental Assessment. The potential social, economic and environmental impacts of each reasonable alternative will be studied, along with ways to lessen those impacts.

Study Process

The South Mountain Corridor Study and Environmental Impact Statement (EIS) will take approximately three years to complete. The process, which began in July 2001, will include an examination of the transportation needs in the corridor and an evaluation of all reasonable ways to meet them.

The first thing to be decided is whether there is a need for a major transportation improvement in the corridor. If so, the need must be carefully weighed against an analysis of potential transportation problems that might occur if nothing is done. If a need is found to exist, the study will move on to an evaluation of a broad range of alternatives.

A key component of the study process is an extensive public involvement program, which will provide ample opportunity for citizens to express their opinions and concerns. Every effort will be made to involve local residents, community leaders, governmental agencies and elected officials in the decision-making process.

The goal of the process is to achieve a broad consensus on a recommendation that will meet the region's existing and future transportation needs.

Chronology

1983 Maricopa County voters approve a half-cent sales tax to fund construction of the MAG Regional Freeway System, including a 22-mile freeway connecting I-10 in Chandler with I-10 in west Phoenix.

1988 A state-level Location/Design Concept Report and an Environmental Assessment are completed for the South Mountain Freeway, designating an alignment along Pecos Road and the Gila River Indian Community border and north to I-10 near Chandler Boulevard.

1994 Due to a funding shortfall, ADOT identifies 76 miles of planned freeways as "unfunded segments" and later drops some of those segments from the system. The South Mountain Corridor is designated for potential development as a toll road.

1996 A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium would...
If a need is found to exist for a major transportation improvement in this corridor, the study then will move forward to consider all questions posed by the U.S. Environmental Protection Agency.

### Questions and Answers

The South Mountain Corridor Team has attempted to anticipate and answer as many questions as possible regarding this study and the future of the corridor. Some questions cannot be fully answered until later in the study process. This document will be updated as new questions are asked and new information becomes available.

#### What is an alignment along Pecos Road already been decided?

No. Although an alignment along Pecos Road was identified as a result of the 1988 Environmental Assessment, this study will start from the beginning and will consider all reasonable alternatives.

#### Why is ADOT conducting a second environmental study?

Much has changed in this area since the 1988 Environmental Assessment was completed. The new study is being conducted in light of new development in the area as well as changes in design standards and environment regulations and to qualify for federal funds.

#### If the Pecos Road alignment is not a foregone conclusion, then why has ADOT purchased right-of-way along that alignment?

ADOT began purchasing right-of-way in the corridor at a time when a specific alignment along Pecos Road had been identified and adopted. ADOT began acquiring right-of-way to preserve the option of the 1988 Environmental Assessment's alignment between homes and businesses. Should another alternative be adopted as acquired but no longer needed.

#### Will the public have a voice in choosing an alternative?

Yes. Other alternatives will be considered. Among other things, the study will consider improving existing facilities, improving or expanding other travel modes and strategies to reduce travel demand. This study will examine not only the potential impacts of improvements, but also the consequences of building nothing.

#### Will anything other than a freeway be considered?

Yes, other alternatives will be considered. Among other things, the study will consider improving existing facilities, improving or expanding other travel modes and strategies to reduce travel demand. This study will examine not only the potential impacts of improvements, but also the consequences of building nothing.

#### Is it likely that construction of a new road or freeway would require the acquisition of existing homes or businesses?

It is highly unlikely that a major transportation improvement could be completed in this area without acquiring some existing homes and/or businesses. One purpose of this study is to determine the extent of new right-of-way that would be needed for each possible alternative.

#### Is there the real purpose of a South Mountain Freeway simply to act as a bypass to divert trucks from downtown Phoenix?

Yes. The Gila River Indian Community is an active participant in this process. As long as the Community is receptive to alignments that might cross Indian lands, those alignments will be considered. However, if it were clearly indicated that the Community does not want and will not accept an alignment across its lands, consideration of such an alternative would no longer be considered viable or productive.

#### What factors will be considered in choosing an alternative?

Many factors will be studied, including whether there is a need for a major transportation improvement in this area and the degree to which the original freeway concept or any alternatives would address that need. Other factors that will be considered include social, economic and environmental impacts, environmental regulations, relocating of existing homes and businesses, traffic projections, safety, constructability, cost and public concerns and preferences.

#### What about truck traffic that might be generated by a new freeway?

One of the factors that will be considered in this study is the amount of truck traffic that would be generated and its potential impact on the surrounding community.

#### Will the corridor join I-10 to the west of Phoenix?

Yes. The Gila River Indian Community is an active participant in this process. As long as the Community is receptive to alignments that might cross Indian lands, those alignments will be considered. However, if it were clearly indicated that the Community does not want and will not accept an alignment across its lands, consideration of such an alternative would no longer be considered viable or productive.

#### Will the public have a voice in choosing an alternative?

Yes, other alternatives will be considered. Among other things, the study will consider improving existing facilities, improving or expanding other travel modes and strategies to reduce travel demand. This study will examine not only the potential impacts of improvements, but also the consequences of building nothing.

#### Is it possible that nothing will be built?

Yes. That is one of the options that will be studied.

#### Would air, noise and visual quality be impacted by construction of a new road or freeway?

A major purpose of this study is to determine the potential impacts on air, noise and visual quality and to look for ways to lessen those impacts.

### Issues

The purpose and need evaluation will consider three fundamental questions posed by the U.S. Environmental Protection Agency:

1. **Why?** What is the basic problem or deficiency with the existing situation and why is this a problem?

2. **Why here?** Why is this problem or deficiency occurring here and why is it important?

3. **Why now?** Why does the problem need to be addressed now? What could happen if the problem were not addressed now?

If a need is found to exist for a major transportation improvement in this corridor, the study then will move forward to consider all reasonable solutions, including the original freeway concept from the 1988 Environmental Assessment.
What Do You Think?/¿Qué Piensa Usted?

1. Do you believe that there is a purpose and need for some kind of connection between I-10 west of Phoenix to the segment of I-10 east and south of Phoenix? Please explain./¿Cree usted que hay un propósito y una necesidad para algún tipo de conexión entre el autopista I-10 al oeste de Phoenix y el segmento de la misma autopista I-10 al este y sur de Phoenix? Por favor explique.

2. Are there other options that you believe should be explored? Please explain./¿Hay otras opciones que usted cree que deberían ser exploradas? Por favor explique.

3. Additional comments/Comentarios adicionales: ________________________________________________________________
____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________
____________________________________________________________________________________________________________________

Please see pages 1-6 for this document in English.

Por favor vea este documento en inglés en las páginas 1-6.
Declaración del Impacto al Medio Ambiente

Una Declaración del Impacto al Medio Ambiente (EIS) sigue un proceso paso a paso, y se requiere para todos los proyectos importantes federales (o aquellos usando dinero federal) que pudiesen tener un efecto considerable en el medio ambiente. La declaración EIS incluye información sobre cómo puede afectar la alternativa del proyecto tanto al medio ambiente natural (calidad del aire, vida silvestre y sus hábitats, y recursos de agua), como al ambiente social (de la construcción, gente, tierras de labranza, arqueología, ruido, parques y recreación, comunitarias y estéticas).

El estudio para la declaración EIS de South Mountain comenzó en julio de 2001 con un análisis de las necesidades de transporte en el corredor y de todas las formas razonables para satisfacerlas. El primer paso, fue determinar si en el futuro existiría la necesidad de instalaciones de transporte en el corredor. Basándose en estudios de tráfico, proyecciones de población, y comentarios del público recibidos desde julio de 2001, se ha determinado que existe un propósito y una necesidad para que el estudio EIS continúe.

Propósito y Necesidad

El Equipo del Proyecto se propuso contestar tres preguntas clave:

1. ¿Por qué? ¿Existe un problema básico o una deficiencia en la red regional de transporte?
2. ¿Por qué aquí? ¿Ayudaría a corregir el problema o la deficiencia la construcción de una autopista u otra importante mejoramiento al transporte en el Corredor South Mountain?
3. ¿Por qué ahora? ¿Por qué se necesita resolver el problema ahora? ¿Qué pasaría si el problema no fuese resuelto ahora?

Un análisis de tendencias de la población, planes del tráfico y deficiencias en el transporte en el área de estudio ha sido completado que muestra claramente que existe un considerable problema de tráfico en el Valle, y que es muy probable que empeore en el futuro si no se planea cómo enfrentarse al crecimiento.

De acuerdo con la Asociación de Gobiernos de Maricopa (MAG), la principal agencia de planeación de la región, la población del Área Metropolitana de Phoenix creció en un 45 por ciento en la década de 1990, a 3,1 millones de residentes. Se espera que ese crecimiento continúe en los próximos décadas. Las proyecciones de MAG muestran que la población aumentará más del 50 por ciento, a 4,8 millones para 2025 y que se duplicará a 6,2 millones para 2040. Muchos de los problemas del crecimiento durante la década de 1990 ocurrieron en el noreste y sureste del Valle, donde también se espera que mucho del crecimiento proyectado ocurre.

Se espera que la demanda de viajes y las millas vehiculares manejadas en el Valle aumentarán más aún que la población. Mientras que se espera un crecimiento en la población de un poco más del 50 por ciento para 2025, MAG predice un crecimiento de 38 por ciento en el tráfico a través del mismo período de tiempo. Aún con los mejoramientos anticipados con el tránsito ligero, el servicio de camiones, los programas de reducción de viajes y la ampliación planificados de los caminos existentes, se espera que el tráfico vehicular excederá la capacidad de las calles y carreteras del suroeste del Valle hasta en un 22 por ciento para 2025.

¿Cómo afectaría al problema, la construcción de una autopista u otros importantes mejoramientos de transporte en el Corredor South Mountain? Mientras que la construcción de una sola nueva autopista no resolvería todo el problema de congestionamiento de tráfico en el Valle, una conexión entre el sur de la autopista I-10 y el oeste de la misma por South Mountain tendría un impacto positivo. MAG calcula que 155,000 vehículos usarían las instalaciones cada día para 2025, reduciendo la demanda en otros caminos del Valle.

El Equipo del Proyecto también está considerando los horarios de viajes entre el hogar y el trabajo, y cuánto tiempo toma manejar una ubicación a otra. Por ejemplo, se calcula que el tiempo de viaje en la actualidad a la hora pico matutina de la autopista I-10 y Pecos Road a la autopista I-10 y Washington Street usando la autopista I-10, es de 30 minutos. En 2025, si nada se construye en el Corredor South Mountain, se espera que dicho tiempo de viaje aumente a más del doble, a 60 minutos. Con instalaciones en South Mountain, se espera que dicho tiempo de viaje se reduzca a 28 minutos.

Más aún, el tiempo de viaje actual a la hora pico manutina de la autopista 1-10/pecos Manor de la autopista 1-10, usando 51st Avenue y la autopista 1-10, es de aproximadamente 31 minutos. En 2025, si nada se construye en el Corredor South Mountain, se espera que dicho tiempo de viaje aumente a más del doble, con un tiempo calculado de viaje de 64 minutos. Con instalaciones en South Mountain, se predice que dicho tiempo de viaje se reducirá a 44 minutos. De la misma manera, se espera que la demanda de viajes y las millas vehiculares manejadas en el Valle aumenten aún más que la población.

Por otro lado, la Declaración del Impacto al Medio Ambiente (EIS) examinaría los impactos sociales, económicos, y medioambientales potenciales de estas alternativas, así como formas de minimizar dichos impactos. Las rutas identificadas por grupos locales comunitarios, organizaciones y residentes interesados, se encontrarán bajo consideración del Equipo del Proyecto. Más de 30 rutas alternas han sido sugeridas a través del área del estudio.

El Equipo del Proyecto ha consolidado las rutas sugeridas en la porción oeste del área del estudio en cinco amplios corredores. Dichos corredores estarán siendo estudiados para determinar si cualquiera contiene obstáculos infranqueables.

Actualmente, el Equipo del Proyecto está trabajando con la Comunidad India Gila River para identificar posibles corredores de terrenos tribales a ser evaluados. Además de sus estudios, el equipo del Proyecto ha realizado un estudio más detallado. Continuar viendo el sitio en la red para obtener la información actualizada del proyecto, o llame a la línea telefónica de información.

¿Qué Sucederá Después?

El siguiente paso será evaluar cuidadosamente la gama completa de rutas alternas, incluyendo la ruta de 1988, y las consecuencias de no construir cosa alguna. La Declaración del Impacto al Medio Ambiente (EIS) examinará los impactos sociales, económicos, y medioambientales potenciales de estas alternativas, así como formas de minimizar dichos impactos. Las rutas identificadas por grupos locales comunitarios, organizaciones y residentes interesados, se encuentran bajo consideración del Equipo del Proyecto. Más de 30 rutas alternas han sido sugeridas a través del área del estudio.

El Equipo del Proyecto ha consolidado las rutas sugeridas en la porción oeste del área del estudio en cinco amplios corredores. Dichos corredores estarán siendo estudiados para determinar si cualquiera contiene obstáculos infranqueables. Actualmente, el Equipo del Proyecto está trabajando con la Comunidad India Gila River para identificar posibles corredores de terrenos tribales a ser estudiados. Una vez que dichas pláticas sean completadas, el Equipo del Proyecto programará un serie de reuniones públicas para considerar las alternativas propuestas.

Dado que la complejidad de este proyecto, es difícil predecir un periodo preciso de tiempo, pero para el primer trimestre de 2003, el Equipo del Proyecto espera tener alternativas que recomendará para un estudio más detallado. Continuar viendo el sitio en la red para obtener la información actualizada del proyecto, o llame a la línea telefónica de información.
Alrededor del primer trimestre de 2003, el Equipo del Proyecto espera tener varias alternativas para recomendar un estudio más detallado.

**Alcance**
Con más de 50,000 hogares en el Corredor South Mountain, es crucial que los residentes reciban información y tengan toda oportunidad para que se respondan sus preguntas y se escuchen sus inquietudes.

Antes de que comience el proyecto, el Equipo del Proyecto investigó los archivos de periódicos para entender mejor los asuntos y las opiniones previamente expresadas con respecto a este proyecto. Se lleva a cabo una amplia gama de actividades para llegar al público en varios formas.

**Inicio Oficial Público/Agencia**
En el otoño de 2001, gente de 95 agencias locales, regionales, estatales y federales, oficinas de la ciudad, y muchas otras personas, asistieron a una reunión de dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para dos días para recopilar información. Además, se contacto...
minimiza los impactos al medio ambiente. Algunos factores que serán considerados incluyen los impactos sociales, económicos y medioambientales, la reubicación de hogares y negocios existentes, qué tan práctico pueda ser construirlo, el costo, e inquietudes y preferencias del público.

¿El público tendrá una voz al seleccionar una alternativa? Si. Un amplio esfuerzo está en camino para continuar manteniendo al público informado sobre el progreso del estudio, y para obtener el comentario público. Las inquietudes, las preferencias y los problemas expresados por los residentes serán considerados en la decisión final de construir o no una instalación nueva, qué debería construirse y dónde debería ubicarse.

¿La calidad del aire, el ruido y la calidad visual será impactada por la construcción de una autopista o un camino nuevo? Un propósito principal de este estudio es el de determinar los impactos potenciales a la calidad del aire, del ruido y visual, y buscar formas para minimizar dichos impactos.

¿Se construirá algo a través del parque South Mountain Park? Restricciones federales prohíben la intrusión de un proyecto federal como éste en un parque como South Mountain, a menos que se pueda comprobar que no existe una alternativa factible y prudente para evitar dicha intrusión.

¿Dónde se uniría una nueva autopista a la autopista I-10 en el oeste de Phoenix? No se sabe. El corredor posiblemente se uniría a la autopista I-10 en algún lugar entre 43rd Avenue y 107th Avenue. Uno de los principales propósitos de este estudio es el de buscar ubicaciones potenciales.

¿Por qué construir esto si Ahwatukee no lo necesita? A pesar de que el impacto de un mejoramiento de transporte en el área de Ahwatukee es un componente de este estudio, es sólo un factor considerando las necesidades de transporte de toda el área metropolitana de Phoenix. El uso de terrenos y los patrones de viajes en el futuro serán mucho más distintos a los que existen en la actualidad, y estas instalaciones serán construidas para ayudar a servir dichas necesidades futuras.

Sus opiniones son importantes para este proceso. Por favor contáctenos con sus asuntos, inquietudes o preguntas. Examinaremos sus opiniones con la red actualizaciónes regulares e informaciones, e incluir en cualquier momento a nuestra línea telefónica de información.

Sus opiniones son importantes para este proceso. Por favor contáctenos con sus asuntos, inquietudes o preguntas. Examinaremos sus opiniones con la red actualizaciónes regulares e informaciones, e incluir en cualquier momento a nuestra línea telefónica de información.

A pesar de que el impacto de un mejoramiento de transporte en el área de Ahwatukee es un componente de este estudio, es sólo un factor considerando las necesidades de transporte de toda el área metropolitana de Phoenix. El uso de terrenos y los patrones de viajes en el futuro serán mucho más distintos a los que existen en la actualidad, y estas instalaciones serán construidas para ayudar a servir dichas necesidades futuras.

Sus opiniones son importantes para este proceso. Por favor contáctenos con sus asuntos, inquietudes o preguntas. Examinaremos sus opiniones con la red actualizaciónes regulares e informaciones, e incluir en cualquier momento a nuestra línea telefónica de información.
The Alternatives

Over the past several months, numerous potential alternatives have been suggested. Workshops were held with citizens; civic organizations; the Abawintake, Estrella, Laveen, and South Mountain village planning committees; Maricopa County Farm Bureau; and the Southwest Mayors and Managers group. Participants were invited to draw alignments on study area maps and aerial photos, and to indicate cultural or environmental constraints. From these workshops more than 30 potential alternatives were identified for the western leg of the freeway.

These 30 public alternatives were grouped into corridors for review by the technical team, which then narrowed them to nine “Technical Alternatives.” The nine alignments were presented to the potentially affected local jurisdictions, including: Tolleson, Avondale, Goodyear, Chandler, Phoenix, Maricopa County, MAG and GRIC.

The alternatives can be best described by where they connect with I-10 on the west side. Each alternative goes south from the connection point to the Gila River Indian Community boundary, at which location each alternative parallels the Community boundary as follows:

- **Alternative 1** - Connects with I-10 near 55th Avenue;
- **Alternative 2** - Connects with I-10 near Loop 101;
- **Alternative 2A** - Connects with I-10 near Loop 101 (similar to Alternative 2);
- **Alternative 2B** - Connects with I-10 near Loop 101 (similar to Alternative 2);
- **Alternative 5** - Connects with I-10 near 79th Avenue;
- **Alternative 6** - Connects with I-10 near 71st Avenue;
- **Alternative 7** - Connects with I-10 near 45th Avenue;
- **Alternative 8** - Connects with I-10 near 45th Avenue (similar to Alternative 7); and,
- **Alternative 9** - Connects with I-10 near 105th Avenue (with direct connection ramps to Loop 101).

Because coordination with GRIC regarding alternatives on its lands is on-going, all of the nine technical alternatives lie outside the reservation border. Therefore, Pecos Road was used as the eastern portion for each alignment. Specifically, each alignment would begin at the I-10/Loop 202 Traffic Interchange near Pecos Road and proceed west along Pecos Road to the GRIC border.

During early 2003, the potential impacts of the nine technical alternatives were evaluated. This analysis indicated which alternatives were appropriate to move forward into the next stage of the process. The criteria used to evaluate the alternatives included their potential impacts on:

- Air quality;
- Cultural sites;
- Jurisdictional waters;
- Environmental Justice;
- Threatened and endangered species;
- Potential hazardous waste sites;
- Residential and business displacements;
- Existing utilities;
- Compliance with local land use plans;
- Agricultural lands;
- Highway design standards and traffic operations;
- Cost;
- Political and public acceptability; and,
- Noise.

The one area where the alternatives showed distinct differences was in their impacts to traffic on I-10 from the Loop 101 interchange to the I-17 interchange. A sophisticated traffic computer modeling program showed how traffic functions now, how it would function in the year 2023 with a South Mountain Freeway, and how it would function in 2025 if different South Mountain Freeway alternatives were built. The results indicate:

- A connection to I-10 at Loop 101 could work well but would require major improvements to both Loop 101 and I-10,
- Any other connection to I-10 should be more than 3 miles away from Loop 101 and I-17, but could work with improvements (widening) to I-10.
South Mountain
Transportation Corridor Study
Alternatives Proposed for Further Study

Legend
- Existing-5
- Proposed
- Future
- County
- State
- Search Area Boundaries
- South Mountain Community Council Boundaries

- Any connection to I-10 less than 3 miles from Loop 101 or I-40 would not work well even if improvements were made to I-10.

Three alternatives have been advanced for further study, with one alternative (Alternative 2) having 3 options along a portion of its length. Each alternative begins at the Pecos Road interchange with I-10 and continues west along Pecos Road to the GHRIC border. At this point, each alternative turns northwest along the GHRIC border until each diverges. From there, the alternatives are:

- Alternative 1 follows the GHRIC border until halfway between 39th and 63rd Avenues, and then turns north. The alignment runs between 39th and 63rd Avenues until just south of Lower Buckeye Road, where it turns slightly to the northeast, crosses 55th Avenue and connects with I-10 near 55th Avenue, 5.25 miles east of the existing I-10/Loop 101 interchange.

- Alternative 2 follows the GHRIC border across the Salt River, and continues to just west of 85th Avenue between Southern Avenue and Broadway Road. The alignment turns north between 95th and 99th Avenues and connects with I-10 at the existing I-10/Loop 101 interchange.

- Alternative 2-A follows the GHRIC border over the Salt River, then turns north between 87th and 91st Avenues just south of Broadway Road. The alignment turns north to Lower Buckeye Road, turns to the northwest and crosses 91st Avenue. At Buckeye Road, the alignment turns to the north between 95th and 99th Avenues and connects with I-10 at the existing I-10/Loop 101 interchange.

- Alternative 2-B follows the GHRIC border to 73rd Avenue where it turns to the north-northwest, crosses the Salt River and runs to just south of Lower Buckeye Road between 83rd and 87th Avenues. At this point, the alignment turns northwest to Buckeye Road between 95th and 99th Avenue and connects to I-10 at the existing I-10/Loop 101 interchange.

Citizen Advisory Team Participates in Planning

Since the project began, the study team has worked with a Citizen Advisory Team (CAT) comprised of people from throughout the study area including Laveen, South Mountain area, Ahwatukee, and the Gila River Indian Community. The CAT meets regularly to review technical aspects of the project, discuss interests and concerns of their individual communities, and help find a consensus solution for this very challenging task.

Where Do We Go From Here?
The study team is performing a detailed analysis of the three alternatives for the Environmental Impact Statement. A single recommended alternative will ultimately be developed. Once the Draft Environmental Impact Statement is completed, it will be available for public review and comment.

Meanwhile, the study team continues to work with the Gila River Indian Community regarding potential alternatives. As a sovereign nation, the Gila River Indian Community has sole authority to decide if and where any freeway alignment might be built on its land.

What Do You Think?
1. What do you think of the three alternatives (and options) being advanced for further study?

2. Are there other alternatives that should be considered?

3. Additional comments:

Please return the completed form to:
South Mountain Corridor Team
HFS, Inc.
3200 E. Camelback Rd., Ste. 300
Phoenix, AZ 85016

Optional:
First Name:
Address:
City:
State:
Zip:
Estudio de la Autopista South Mountain

En 1985, los electores del Condado Maricopa aprobaron un sistema Regional de Autopistas, el cual incluyó a una sección en South Mountain conectando con la autopista Interestatal 10 al sur y oeste de la ciudad. En 1988, la Junta de Transporte de Arizona aprobó un alineamiento para la Autopista South Mountain de este a oeste a lo largo de Pecos Road, y de norte a sur entre 55th Avenue y 63rd Avenue.

En 2001, el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) y la Administración Federal de Autopistas (FHWA por sus siglas en inglés), empezaron a preparar una Declaración de Impacto Medioambiental (EIS por sus siglas en inglés) para determinar si dicha autopista todavía es necesaria, dónde debería ubicarse, y cuales serían los efectos medioambientales, sociales y económicos que podría tener una construcción como esa. Hemos visto mucho en los últimos cuatro años. Este boletín proporciona una visión general y actualizada del estudio.

Un Estudio del Impacto Medioambiental de esta magnitud envuelve a docenas de científicos e ingenieros, y considera las opciones para la ubicación de la autopista. También considera los impactos que, si los hubiese, que dichas opciones podrían tener en el medioambiente, incluyendo aspectos tales como: calidad del aire, ruido, sitios culturales, justicia ambiental (imparcialidad para todos), especies amenazadas o en peligro de extinción, sitios de desperdicios potencialmente peligrosos, planes locales de uso de terrenos, reubicación de viviendas o negocios, terrenos agrícolas, costo de la construcción, qué tan bien se movilizaría el tránsito, y varios otros asuntos técnicos. Otra consideración importante es cómo se podría diseñar la autopista para adecuarse a la comunidad. Es un proceso muy complejo, dinámico y que requiere mucho tiempo.

Por Favor Únasenos

Tres reuniones públicas proveerán la misma información en distintas noches y distintas ubicaciones. Por favor asista para informarse más sobre el Estudio del Corredor South Mountain, haga preguntas, reciba respuestas, y comparta sus comentarios e inquietudes. Su participación es un importante aspecto del estudio y esperamos que asista.

Martes 30 de septiembre de 2003
Escuela Cesar Chavez High School
3921 W. Baseline Road, Laveen
6-8 p.m.

Miércoles 1º de octubre de 2003
Escuela Desert Vista High School
16440 S. 32nd Street, Phoenix
6-8 p.m.

Jueves 2 de octubre de 2003
Tolleson High School
9419 W. Van Buren, Tolleson
6-8 p.m.

¿Por Qué Se Lleva Tanto Tiempo Este Estudio?

Este es un proyecto de investigación que cambia constantemente. Los ingenieros, investigadores y científicos medioambientales deben determinar el impacto de la nueva información que se va descubriendo durante el proceso.

Por ejemplo, los nuevos datos del censo y las proyecciones actualizadas de tránsito han cambiado la manera como se espera que se vea el Valle dentro de 25 años. Por lo tanto, mucha de la información para este proyecto debe actualizarse para incluir la mejor información disponible.

El equipo de estudio considera los impactos que pueden resultar tanto de las secciones bajo nivel y superficiales de la autopista, así como de las intersecciones de tránsito construidas sobre o bajo las calles actuales. Deben tomarse en cuenta las consecuencias de las opciones y las necesidades de los residentes y viajeros del Valle, y desafortunadamente, esto toma tiempo.

www.SouthMountainFreeway.com
¿Cuáles Son las Principales Diferencias en Estas Conexiones?

Las conexiones de 55th Avenue, 71st Avenue y el anillo década de los 80s. Las tres alternativas podrían resultar en reubicaciones residenciales y de negocios. Mientras que las tres requerirían mejoramientos a la autopista I-10 y posiblemente al anillo de circulación Loop 101. La ubicación de los mejoramientos cambiaría de acuerdo con la ubicación de la conexión.

El tránsito operaría de manera diferente en cada alternativa. Basados en las proyecciones de tránsito para el año 2030:

- 50 por ciento del tráfico de la Autopista South Mountain se dirigiría hacia el oeste de la autopista I-10. Una vez que se haya completado el Borrador DEIS estará disponible durante 45 días para en el Registro de Decisión final por la FHWA, lo cual se esperaba que suceda en 2007.

¿Dónde Podría Conectarse la Autopista I-10 en el Este?

Si se construyese la Autopista South Mountain, probablemente se conectaría en el este de la autopista I-10 en la intersección con el anillo de circulación Loop 202. Continuarían las pláticas con la Comunidad India Gila River (GRIC por sus siglas en inglés), en un esfuerzo por determinar el mejor punto de estudio para examinar los terrenos de la comunidad GRIC como una posible opción para la autopista. La única otra opción concretaría en el lado este sin considerar las alternativas de la comunidad GRIC, las opciones incluirían ya sea la ubicación en Pecos Road, el no construir la Autopista South Mountain.

¿Dónde Podría Conectarse la Autopista I-10 en el Oeste?

Después de cuatro años de un complejo estudio técnico y cientos de reuniones con los residentes, funcionarios y otros, se están estudiando las alternativas con gran detalle para las conexiones potenciales en el oeste de la autopista I-10, cerca de 55th Avenue, 71st Avenue o la conexión actual del anillo de circulación Loop 101, la cual tiene tres opciones en su sitio.

¿Cuáles Son las Principales Diferencias en Estas Conexiones?

El estudio ha incluido a gobiernos locales, negocios, la Asociación de Gobiernos de Maricopa (MAC), la Comunidad India Gila River (GRIC por sus siglas en inglés), así como información e ideas de miles de residentes.

¿Cuándo estaría disponible el borrador DEIS?

El borrador DEIS estará disponible durante 45 días para en el Registro de Decisión final por la FHWA, lo cual se esperaba que suceda en 2007.

¿Y Ahora Qué?

Después de revisar los comentarios públicos y la recomendación del equipo CAT, ADOT y FHWA identificarán una alternativa preferida para una conexión en el oeste de la Autopista I-10. Una vez que se haya completado sustancialmente el Borrador de la Declaración del Impacto Ambiental (DEIS por sus siglas en inglés) en 2006, ADOT y FHWA identificarán una alternativa preferida para el lado oeste. Entonces, el borrador DEIS estará disponible durante 45 días para que el público lo revise. Durante este periodo de comentarios de 45 días, se llevará a cabo una audiencia pública para considerar el contenido del borrador DEIS. Cuando esté terminado, el público tendrá otra oportunidad de 30 días para comentar sobre la declaración EIS final. Los comentarios recibidos durante los periodos de comentarios de 45 y 30 días serán usados por las agencias para tomar su decisión con respecto al proyecto. La decisión final será presentada en el Registro de Decisión final por la FHWA, lo cual se espera que suceda en 2007.
For More Information
Click on the project website at www.SouthMountainFreeway.com for complete
details, past newsletters, frequently asked
questions and their answers, and regular
updates.
Please e-mail your comments to us at
SouthMountain@azdot.gov or call our project
Information telephone number at 602-712-7006.
U.S. Postal Mail can be addressed to:
South Mountain Corridor Team
c/o HDR
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018-2311

Para Más Información
Presione sobre el nombre del proyecto en el sitio
web www.SouthMountainFreeway.com para detalles
completos, boletines previos, preguntas frecuentes
y sus respuestas, y actualizaciones regulares.
Por favor envíenos una nota con sus comentarios
por correo electrónico a SouthMountain@azdot.gov
ó llame a nuestro número telefónico de información
al 602-712-7006.
La correspondencia usando el Servicio Postal de los
Estados Unidos puede dirigirse a:
South Mountain Corridor Team
c/o HDR
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018-2311

Comments/Comentarios
Please share your comments regarding the alternatives and options being considered in the South Mountain
Transportation Corridor Study/Per favor comparta sus comentarios con respecto a las alternativas y
opciones se considerando en el Estudio del Corredor de Transporte South Mountain:

Please return the completed form to/Por favor recape la forma completa a:
South Mountain Corridor Team
c/o HDR, Inc.
3200 E. Camelback Rd., Ste. 350
Phoenix, AZ 85018-2311

This comment form and opportunity to join the mailing list are also available on
our website: www.dot.state.az.us:/Esta
forma de comentarios y oportunidad de
unirse a la lista de correspondencia también está disponible en el sitio en la
red: www.dot.state.az.us.
ADOT Needs Your Input
The Arizona Department of Transportation is considering three locations for the potential Loop 202 South Mountain Freeway to connect to Interstate 10 in the west side of the Valley. Public meetings will be held to discuss how a South Mountain Freeway might affect I-10 access.

Each of the alternatives for connecting to I-10 would require approximately 9 miles of improvements and widening to I-10. The options include:

- 55th Avenue Connection – would change existing access to I-10 between 87th Avenue and 43rd Avenue and would limit local access at 63rd Avenue and 43rd Avenue.
- 75th Avenue Connection – would change existing access to I-10 between 59th Avenue and 83rd Avenue and would limit local access at 59th Avenue and 83rd Avenue.
- Loop 101 Connection – would change access to the freeway from 93rd Avenue and require reconfiguration of ramps at the I-10 Loop 101 interchange.

Should I attend?
If you have a business or would be affected, or if your usual travel routes would change, ADOT would like to hear from you. Please consider attending one of the upcoming meetings shown below. Each presentation will contain the same information.

For More Information
Click on the project website at www.SouthMountainFreeway.com for complete details, past newsletters, frequently asked questions and their answers, and regular updates.

U.S. Postal Mail can be addressed to:
South Mountain Corridor Team
c/o HDR Engineering
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018-2311
ADOT Needs Your Input
The Arizona Department of Transportation is considering three locations for the potential Loop 202 South Mountain Freeway to connect to Interstate 10 on the west side of the Valley. Public meetings will be held to discuss how a South Mountain Freeway might affect I-10 access.

Each of the alternatives for connecting to I-10 would require approximately 9 miles of improvements and widening to I-10. The options include:

- 55th Avenue Connection -- would change existing access to I-10 between 67th Avenue and 43rd Avenue and would limit local access at 63rd Avenue and 43rd Avenue.
- 71st Avenue Connection -- would change existing access to I-10 between 59th Avenue and 83rd Avenue and would limit local access at 59th Avenue and 83rd Avenue.
- Loop 101 Connection -- would change access to the freeway from 99th Avenue and require reconstruction of ramps at the I-10/Loop 101 interchange.

Should I attend?
If your home or business would be affected, or if your usual travel routes would change, ADOT would like to hear from you. Please consider attending one of the upcoming meetings shown below. Each presentation will contain the same information.

Project Information 602-712-7006 - www.SouthMountainFreeway.com

--

ADOT Necesita Su Opinión
El Departamento de Transporte de Arizona (ADOT) por sus siglas en inglés) está considerando tres ubicaciones potenciales para el anillo de circunvalación Loop 202 South Mountain Freeway para conectar a la Interestatal 10 en el oeste de El Valle. Se llevarán a cabo reuniones públicas para considerar cómo la autopista a South Mountain Freeway podría afectar el acceso a la autopista interestatal I-10.

Cada una de las alternativas requeriría aproximadamente nueve millas de mejoramientos, además del ensanchamiento de la autopista I-10. Las opciones son:

- Conexión con 55th Avenue -- cambiaría el acceso actual a la autopista I-10 entre 67th Avenue y 43rd Avenue, y limitaría el acceso local en 63rd Avenue y 43rd Avenue.
- Conexión con 71st Avenue -- cambiaría el acceso actual a la autopista I-10 entre 59th Avenue y 83rd Avenue, y limitaría el acceso local en 59th Avenue y 83rd Avenue.
- Conexión con el anillo de circunvalación Loop 101 -- modificaría el acceso a la autopista desde 99th Avenue y reconstruiría las rampas en la intersección de la I-10/Loop 101.

¿Debo asistir?
Si su hogar o su negocio serán afectados, o si sus rutas usuales de viaje cambiarán, a ADOT le gustaría escuchar su opinión. Por favor trate de asistir a una de las reuniones que se muestran abajo. Cada una de las presentaciones contendrá la misma información.

Arizona Department of Transportation

Public Meetings

South Mountain Corridor Study Public Scoping Meetings

Monday, November 5, 2001
Desert Vista High School, Auditorium
16440 S. 32nd St., Ahwatukee
6707 W. Van Buren St., Pkwy.
10:00 a.m. – 1:00 p.m., Monday, November 5, 2001 at the Desert Vista High School Auditorium and on Thursday, November 8, 2001 at the Fowler Elementary School Cafeteria. Each public meeting will provide the same information with a presentation from 6:30-7 p.m. and a question and answer session/open house from 7-9 p.m.

ADOT, in conjunction with the Federal Highway Administration, is beginning an engineering and environmental study known as an Environmental Impact Statement that will examine transportation needs in the corridor and evaluate all reasonable ways to meet them, including whether there is a need for a major transportation improvement in the corridor. The purpose of this meeting is to inform people of the status of the South Mountain Corridor Study, take questions and provide answers, and hear comments and concerns. Public participation is an important part of the project evaluation process and all interested parties are encouraged to attend the hearing.

Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Theresa Gunn, Gunn Communications Inc., 8629 W. Alps Avenue, Peoria, AZ 85382, phone: (623) 362-1597, fax: (623) 362-1721. Requests should be made as early as possible to allow time to arrange accommodations. This notice is available in alternative formats by contacting Theresa Gunn at the number referenced above.

For additional information or to submit comments in writing, contact Ralph Eifs, ADOT Environmental Planning Group, 205 S. 17th Ave., MD 619E, Phoenix, AZ 85007, phone: (602) 712-8353, fax: (602) 712-3066, or see www.dot.state.az.us. This ad is also available at www.adotenvironmental.com

Perry Powell, District Engineer
Mary A. Vipsina, Project Manager
Edward D. Wright, State Engineer

Trac No. 2001 MA 054 H1764 01L
El Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) está considerando tres localizaciones para la futura Autopista Interestatal 10 (I-10) Loop South Mountain. Cada uno de los sitios propuestos incluiría mejoras y ampliaciones para el tráfico en I-10. Para obtener más información y participar en las reuniones públicas, puede llamar al número de teléfono (602) 712-6161 o escribir a Ralph Ellis, Grupo Ambiental & Mejora del ADOT, 205 S. 17th Ave., MD 619E, Phoenix, AZ 85007.

Las reuniones públicas se realizarán en los siguientes lugares:

- **Martes 15 de noviembre**
  - Estrella Vista Reception Center
  - 1471 N. Eliseo C. Felix Jr. Way
  - Avondale

- **Miércoles 16 de noviembre**
  - Corona Ranch
  - 7611 S. 29th Avenue, Laveen

- **Jueves 17 de noviembre**
  - Hotel Grace Inn
  - 10635 S. 51st Street, Ahwatukee

Las personas que deseen solicitar adaptaciones razonables, tales como un intérprete de lengua de señas, pueden hacerlo llamando a (623) 362-1597 o escribiendo a Theresa Gunn, Gunn Communications Inc., 8629 W. Alex Avenue, Peoria, AZ 85382.

What has been happening?

The study team, led by the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), completed the technical reports in support of the Draft Environmental Impact Statement (EIS), developed the administrative Draft EIS for ADOT and FHWA review and developed the Location and Design Concept Report. Throughout the study process, ADOT and FHWA have continued coordination with the public and local, regional, state and federal agencies.

Since 2002, ADOT and FHWA have worked with a Citizens Advisory Team (CAT) that represents various groups in the South Mountain Freeway Study Area. In 2006, the CAT completed its evaluation of the Western Section alternatives and recommended the W01 Alternative. In doing so, the CAT emphasized the importance of addressing long-term regional mobility issues, but also expressed concern regarding the possible impacts on community character and cohesion. While taking the CAT recommendation into account, ADOT ultimately identified the W01 Alternative as its preliminary preferred alternative. ADOT’s decision was based on overall regional transportation needs; a comprehensive evaluation of social and economic conditions; public and agency comments; engineering elements, such as evaluating traffic data; project costs and environmental factors.

The CAT currently is evaluating the proposed freeway to recommend whether it should be built. Following the public release of the Draft EIS, the CAT will provide a final recommendation of “action” or “no-action” for the proposed South Mountain Freeway.

For information regarding CAT membership, please visit the project Web site at www.SouthMountainFreeway.com.

Future CAT meetings are currently unscheduled and will be determined according to the release of the Draft EIS. Members of the community are welcome to attend the CAT meetings when scheduled. The information to be discussed at these upcoming meetings, and the information presented at the previous meetings, can be found on the study Web site at www.SouthMountainFreeway.com.

What is the Draft Environmental Impact Statement?

The National Environmental Policy Act (NEPA) requires that EISs be prepared for all major federal actions (or those involving federal funding) that could have a significant effect on the environment.

A Draft EIS presents information about the study’s purpose and need; alternatives developed (studied in detail); potential impacts to the social, economic and natural environment, including measures to avoid, reduce or otherwise mitigate impacts; Section 4(f) evaluation; and public and agency outreach.

Purpose and Need

Almost 50 percent of projected increases in population, housing and employment from 2005 to 2030 for the entire Maricopa Association of Governments (MAG) region is expected to occur in the southwestern and southeastern portions of the Phoenix metropolitan area (see the graphic addressing mobility needs above). The proposed freeway would serve the projected increases in three areas.

 alternatives Development  To identify the alternatives to be studied in detail in the Draft EIS, a process was used to develop and evaluate a range of alternatives (including non-freeway alternatives). In addition to the most recent alternatives presented (see the map on the first page), the No-Action Alternative is being studied in detail.

Potential Impacts  The social, economic and environmental consequences of selecting the Action or No-Action alternatives were evaluated based on a number of elements. These elements include, but are not limited to, land use, social conditions, economics, air quality, noise, cultural resources, visual resources and biological resources.

CAT will provide a final recommendation of “action” or “no-action” for the proposed South Mountain Freeway. For information regarding CAT membership, please visit the project Web site at www.SouthMountainFreeway.com.
What are the next steps?

2009
Draft Environmental Impact Statement (EIS) released for public review

90-day review period
Public Hearing and CAT Recommendation
Development of Final EIS
Final EIS released for public review

60-day review period
Public comments on Final EIS evaluated

Final decision on proposed freeway is made

How to Contact Us
If you have any questions or comments about the South Mountain Transportation Corridor Study, please contact:

Hotline: 602.712.7006
Web site: www.SouthMountainFreeway.com
Fax: 602.385.1620
E-mail: ADOT@PolicyDevelopmentGroup.com
Mail: South Mountain Corridor Study Team
101 North 1st Avenue, Suite 150
Phoenix, AZ 85003-1923

South Mountain
Transportation Corridor Study
101 North 1st Avenue, Suite 150
Phoenix, AZ 85003-1923

For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com.
El equipo del estudio, dirigido por el Departamento de Arterias de Transporte (ADOT) y la Administración Federal de Carreteras (FHWA), ha completado los informes técnicos a favor del Giro de Declaración de Impacto Ambiental (EIS) de la Autopista South Mountain. El Giro de Declaración de Impacto Ambiental (EIS) completado coordinación con el público y agencias desempeñó el adiministrativo Giro de EIS al autovía South Mountain. Los miembros de la comunidad están bienvenidos a asistir las reuniones de CAT cuando sean programadas. La información que se va a discutir en estas próximas reuniones, y la información presentada en las reuniones anteriores, se puede encontrar en el sitio web del proyecto en www.SouthMountainFreeway.com.

¿Qué ha estado sucediendo? El equipo del estudio, dirigido por el Departamento de Arterias de Transporte (ADOT) y la Administración Federal de Carreteras (FHWA), ha completado los informes técnicos a favor del Giro de Declaración de Impacto Ambiental; (EIS) desarrolló el administrativo Giro de EIS para el revés de ADOT y FHWA y desarrolló el Informe de Concepto de Ubicación y Diseño. A través del proceso del estudio, ADOT y FHWA han continuado coordinación con el público y agencias locales, regionales, estatales y federales. Desde el 2002, ADOT y FHWA han trabajado con un Equipo Consultivo de Ciudadanos (CAT) que representa a varios grupos en el Área del Estudio de la Autopista South Mountain. En el 2006, el CAT completó su evaluación de las alternativas de la Sección Occidental y recomendó la Alternativa W101. A hacer así, el CAT acentuó la importancia de dirigir asuntos regionales a largo plazo de movilidad, pero también expresó conciencia con respecto a los impactos posibles en el carácter y la cohesión de la comunidad. Al tomar la recomendación de CAT en cuenta, ADOT finalmente identificó la Alternativa W55 como su preliminar alternativa preferida. La decisión de ADOT fue basada en necesidades regionales generales de transporte; una evaluación completa de condiciones sociales y económicas; comentarios del público y de agencias de ingeniería, como evaluar los datos de costo de proyecto y factores ambientales. El CAT actualmente está evaluando esta autopista propuesta para recomendar si debe ser construida. Después de hacer pública el Giro de EIS, el CAT propiciaría una recomendación final de “acción” o de “ninguna acción” para la propuesta Autopista South Mountain. Para información con respecto a la membresía del CAT, por favor visite el sitio web del proyecto en www.SouthMountainFreeway.com.

Futuras reuniones del CAT actualmente están imprevistas y serán determinadas según la publicación del Giro de EIS. Los miembros de la comunidad están bienvenidos a asistir las reuniones de CAT cuando sean programadas. La información que se va a discutir en estas próximas reuniones, y la información presentada en las reuniones anteriores, se puede encontrar en el sitio web del estudio en www.SouthMountainFreeway.com.

¿Qué es el Giro de Declaración de Impacto Ambiental? El Auto Nacional de la Política Ambiental (NEPA) requiere que se prepare un EIS para todas acciones nuevas federales (o esas que impliquen la financiación federal) que podrían tener un efecto significativo en el ambiente. Un Giro de EIS presenta información sobre el propósito y necesidad del estudio; alternativas desarrolladas (estudias en detalle); impactos potenciales al medio social, económico y natural, incluso medidas para evitar, reducir o de otro modo mitigar impactos; evaluación de la Sección 4(f); y el alcance del público y de agencias. Propósito y Necesidad Casi 50 por ciento de las personas que participaban en las reuniones en el 2005 al 2010 para la región central del Estado de la Asociación de Gobernadores de Maricopa (MAG) es esperada ocurrir en las porciones del sudoeste y del suroeste de la área metropolitana de Phoenix (ver el gráfico arriba que dirige las necesidades de movilidad). La autopista propuesta servirá como los aumentos proyectados en estas áreas.

Desarrollo de Alternativas Para identificar las alternativas para ser estudiadas con todo detalle en el Giro de EIS, un proceso fue utilizado para desarrollar y evaluar una gama de alternativas (inclusive alternativas sin autopista). Además de las alternativas más recientes presentadas (ver el mapa en la primera página), la Alternativa de Ninguna Acción se está estudiando en todo detalle.

Impactos Potenciales: Las consecuencias sociales, económicas y ambientales de seleccionar las alternativas de Acción o Ninguna Acción fueron evaluadas basado en varios elementos. Estos elementos incluyen, pero no son limitados a, la utilización de la tierra, condiciones sociales, la economía, calidad de vida, el ruido, recursos culturales y recursos biológicos.

Estudio del Pasillo de Transporte de South Mountain

Dirige las necesidades de movilidad por la región de MAG

El sur sureste y sureste por ciento de vehículos presuntamente para utilizar la autopista propuesta fueron recorridos de tener origen y/o destino cerca de la propuesta Autopista South Mountain. Una autopista sería utilizada por vehículos de las áreas oriental y occidental de la región de MAG, y dirigir las necesidades de movilidad al este-centro.
Evaluación de la Sección 4(f) La Sección 4(f) del Acto de Transporte del Departamento de los Estados Unidos protege el uso de tierra recreativa pública, recursos históricos y propiedades culturales tradicionales (TCP). Esto incluye una evaluación de recursos de la Sección 4(f), una determinación de impactos y una evaluación de medidas disponibles para minimizar impactos, cuando sea justificado.

Alcance del Público y de Agencia Desde que ADOT y FHWA empezaron a preparar el Giro de EIS en el 2001, ellos han trabajado para capta y proporcionar información del estudio al público y agencias. Parte del alcance incluyó tener reuniones públicas en noviembre del 2005 para discutir y recibir información con respecto a las alternativas propuestas. Aproximadamente 2,600 personas asistieron a estas reuniones. También se tuvieron reuniones públicas en marzo del 2006 para discutir cómo la Interstate 10 quizás sea afectada por cada una de las opciones potenciales de conexión en el valle occidental. Casi 400 personas asistieron a estas reuniones. El alcance del público y de agencias continuará por los próximos pasos en el proceso del estudio (ver el gráfico en esta página).

¿Qué es el estado del Giro de EIS? ADOT y FHWA actualmente están revisando la información técnica en el Giro EIS para la propuesta Autopista South Mountain. Durante el proceso de revisión, ADOT y FHWA van a trabajar con la Comunidad India del Río Gila (GRIC) para dirigir el estudio de South Mountain como un TCP. Un TCP es un sitio que es elegible para la inclusión en el Registro Nacional de Lugares Históricos a causa de su asociación con prácticas o creencias culturales. La consulta sobre este asunto con GRIC es necesaria para completar la revisión técnica.

La agenda exacta para la finalización del proceso de revisión es desconocida; sin embargo, cuando la revisión sea completada y aprobada por el público, se iniciará la revisión técnica. ADOT y FHWA están trabajando para poder formar parte del alcance para completar este complejo y importante proceso del estudio.

¿Qué son los próximos pasos? En la imagen, se muestra un gráfico que indica el proceso de revisión. El Giro de Declaración de Impacto Ambiental (EIS) es el primer paso. Luego viene la revisión pública, después el Desarrollo del EIS, y finalmente el EIS Final. Cada paso tiene un periodo de días para la revisión.

Cómo Contactarnos Si usted tiene cualquier pregunta o comentarios acerca del estudio, puede contactar a:

Línea Directa: 602.712.7006
Sito web: www.SouthMountainFreeway.com
Fax: 602.385.1620
E-mail: ADOT@PolicyDevelopmentGroup.com
Correo: South Mountain Corridor Study Team
101 North 1st Avenue, Suite 1950
Phoenix, AZ 85003-1923

What is the status of the study?
The study team, led by the Arizona Department of Transportation and the Federal Highway Administration, continues to follow the federal process defined by the National Environmental Policy Act, to complete a Draft Environmental Impact Statement for the study. Currently, ADOT is revising the Administrative Draft EIS, and Location and Design Concept Report to include changes to the Maricopa Association of Governments’ Regional Transportation Plan. These changes include reducing the overall “footprint” of the freeway to eight lanes (three general-purpose lanes and one HOV lane in each direction) and evaluating a revised connection with Interstate 10 at 59th Avenue.

Why have these changes occurred?
Maricopa County’s half-cent sales tax for transportation projects, approved through Proposition 400 in 2004, is the RTP’s major funding source and provides more than half of the revenue. Responding to the budget shortfall created by declining revenues, strategies about the number of proposed residential and business acquisitions and about some of the potential impacts of the proposed freeway. Acknowledging these community concerns and addressing declining revenues, strategies were examined to reduce impacts including project costs and needed right-of-way. For the South Mountain Freeway Study, this analysis resulted in two key changes: reduce the proposed freeway to eight lanes (from the previous 10-lane concept), thereby reducing the right-of-way needed; and shift the Western Section alignment between Lower Buckeye Road and 50th Street to connect at 59th Avenue (rather than 55th Avenue).

Examining and refining a range of appropriate alternatives (including non-freeway alternatives) through use of an Alternatives Development process. The alternatives to be studied in detail (set apart on the first page) includes an option of not implementing the project; this is known as the No Action Alternative. The Draft EIS also documents potential impacts of the alternatives to the social, economic and natural environment, and includes measures to avoid, reduce or otherwise mitigate impacts. Finally, Section 4(f) of the U.S. Department of Transportation Act seeks to protect the use of public recreational land, significant wildlife and waterfowl refuges, or historic resources by determining impacts and evaluating measures available to mitigate impacts to these resources.
Since 2001, ADOT and FHWA have implemented an extensive public and agency outreach program. Next steps and future opportunities to participate in the study process are outlined in the graphic on this page.

Citizens Advisory Team
Since 2002, ADOT and FHWA have worked with a Citizens Advisory Team that represents various groups in the South Mountain Freeway Study Area, holding approximately 56 meetings. Beginning in early 2010, the CAT will resume its work to review aspects of the proposed freeway and recommend whether it should be built. Following the public release of the Draft EIS, the CAT will provide a final recommendation of “action” or “no-action” for the proposed South Mountain Freeway.

Members of the community are welcome to attend the CAT meetings; time is generally available at the end of each meeting for public comments and questions. The information to be discussed at these upcoming meetings, and the information presented at the previous meetings, can be found on the study Web site at www.SouthMountainFreeway.com or by calling the project hotline.

Upon completion of the Administrative Draft EIS, it will be reviewed by FHWA and other governmental agencies. Following federal approval for public release of the Draft EIS, at least one public hearing will be held with an associated 90-day public comment period. The Final EIS will be available for public review during a 60-day comment period. After considering comments received on the Final EIS, FHWA will issue a Record of Decision. The Record of Decision will identify the selected alternative for the proposed project. If a build alternative is selected, MAG will allocate funding. In addition, ADOT and FHWA will continue to seek input from the public, agencies, and jurisdictions regarding the proposed freeway through the design phase and construction, if a build alternative is selected.

What are the next steps?

- Draft Environmental Impact Statement (EIS) released for public review
- 90-day public review period
- Public Hearing and CAT Recommendation
- Development of Final EIS
- Public comments on Draft EIS evaluated
- 60-day public review period
- Final EIS released for public review
- Public comments on Final EIS evaluated
- Final decision on proposed freeway is made

For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com or by calling the South Mountain Corridor Study Team at 602-712-7006. This document is available in Spanish by calling 602-712-7006.
¿Qué es el estatus del estudio?
El equipo del estudio, dirigido por el Departamento de Arterías de Transportación (ADOT) y la Administración Federal de Carreteras (FHWA), continúa siguiendo el proceso federal definido por la Acta Ambiental Nacional de Política (NEPA), para completar un Borrador de Declaración de Impacto Ambiental (EIS) para el estudio. Actualmente, ADOT está revisando el Borrador Administrativo del EIS, y el Reporte de la Ordenación y Concepto de Diseño para incluir los cambios en el Plan Regional de Transportación (MAG). Los cambios incluyen la reducción de la “hueso” general de la autopista a ocho carriles (dos carriles de uso general y un carril de HOV en cada dirección) y la evaluación de una conexión revisada con la Interestatal en la Avenida 59.

¿Por qué han ocurrido estos cambios?
Los impuestos de venta de medio-centavo del Condado (tres carriles de uso general y un carril de HOV en cada dirección) incluyeron el concepto de una red de adquisiciones residenciales presentadas por propietarios de terrenos y acerca de algunos de los impuestos potenciales de la autopista propuesta. Reconociendo estas preocupaciones de la comunidad y dirigido los ingresos disminuidos, alternativas fueron examinadas para reducir los impactos incluyendo los costos del proyecto y la necesidad de derecho de paso. Para el Estudio del South Mountain, este análisis resultó en dos cambios clave:

- reducir la autopista propuesta a ocho carriles (el concepto anterior de 10 carriles), con lo cual reduciendo el derecho de paso necesario; y
- cambiar la eliminación Occidental de la Sección entre el Calle Lower Buckeye y 1-10 para conectar la Avenida 59 (no es de la Avenida 55).

Además, ADOT y FHWA continuarán a buscar la opinión del público sobre la alternativa seleccionada para el proyecto propuesto. Si una alternativa no se implementa, se puede encontrar en el sitio del estudio de web; la decisión final en la autopista propuesta es de la Junta Pública y Recommendación del CAT, y dirigida de la sociedad, el transporte, y la economía si no se implementa el proyecto propuesto.

 ¿Qué es el Borrador de Declaración de Impacto Ambiental?
La Acta Ambiental Nacional Ambiental exige que las Declaraciones de Impacto Ambiental sean preparadas para todas las acciones federales (aunque se introdujeren con fondos federales) que puedan afectar significativamente al medio ambiente. La evaluación inicial de los impactos ambientales se realiza como un Borrador de EIS para la revisión y comentario del público y de la agencia. En el capítulo de Propósitos y Necesidad, el Borrador de EIS documenta la(s) necesidad(es) del proyecto propuesto, describe el propósito del proyecto, y discute la probabilidad de connotaciones de la sociedad, el transporte, y la economía si no se implementa el proyecto propuesto.

Determinación del tipo de proyecto que podría satisfacer mejor el propósito y la necesidad del proyecto identificado consiste en examinar y reificar una serie de alternativas apropiadas (incluyendo alternativas de ninguna autopista) a través del uso de un proceso de Desarrollo de Alternativas. Las alternativas que se estudiarán en detalle (sea el mapa en la primera página) incluye una opción de no implementar el proyecto, esto se conoce como la Alternativa De No Acción. El Borrador de EIS también documenta los impactos potenciales de las alternativas para el medio ambiente social, económico, y ambiental, e incluye medidas para evitar, reducir o mitigar los impactos. Por último, la Sección 4(f), de la Acta del Departamento de Transportación de los Estados Unidos tiene por objeto proteger el uso de las tierras públicas de recreo, vida silvestre significativa y refugios de aves acuáticas, a los recursos históricos por determinar los impactos y evaluar las medidas disponibles para minimizar los impactos a estos recursos. Desde el 2001, ADOT y FHWA han implementado un programa amparo de alcance público y a las agencias. Podemos
pasos y oportunidades futuras de participar en el proceso del estudio están resumidos en el gráfico de esta página.

Equipo Consultivo de Ciudadanos

Desde el 2002, ADOT y FHWA han trabajado con un Equipo Consultivo de Ciudadanos (CAT) que representa a varios grupos del Área de Estudio de la Autopista South Mountain, se reunieron aproximadamente 56 reuniones. A partir de principios del 2010, el CAT reanudó sus labores para examinar los aspectos de la autopista propuesta y recomendar si debe ser construido. Tras la reunión pública del borrador de EIS, el CAT elaborará una recomendación final de "acción" o "no acción" para el proyecto propuesto de la Autopista South Mountain.

Los miembros de la comunidad están invitados a asistir a las reuniones del CAT, en general, el tiempo estará disponible al final de cada reunión para comentarios y preguntas del público. La información se discutirá en estas próximas reuniones y será presentada en las reuniones anteriores, se puede encontrar en el sitio del estudio de web en www.SouthMountainFreeway.com o llamando a la línea directa del proyecto.

Al finalizar el borrador de EIS de Administración, será revisado por FHWA y otras agencias gubernamentales. Después de la aprobación federal para el lanzamiento público del Borrador de EIS, por lo menos una junta pública se llevará a cabo con un período antes de 90 días para comentarios del público. El EIS Final será disponible para revisión pública durante un periodo de 60 días para comentarios. Después de consultar los comentarios recibidos sobre el EIS Final, FHWA emitirá un Reglamento de decisión. El Reglamento de decisión identificará la alternativa seleccionada para el proyecto propuesto. Si una alternativa construido es seleccionada, MAG asignará fondos. Además, ADOT y FHWA continuarán a buscar la opinión del público, de las agencias, y de las jurisdicciones con respecto a la autopista propuesta durante la fase de diseño y construcción, así como alternativas de construcción es seleccionada.

### ¿Qué es el Borrador de Declaración de Impacto (EIS)?

El Borrador de Declaración Ambiental de Impacto (EIS) es un documento hecho público para revisión.

### ¿Qué es el EIS Final?

El EIS Final es el documento que se presenta finalmente y es el punto final del proceso de revisión pública. El EIS Final es un documento que contiene la información completa sobre el proyecto propuesto y los posibles impactos ambientales que podría tener.

### ¿Qué es la "acción" o "no acción"?

En el caso de la South Mountain, el "acción" es la construcción de una autopista nueva que se extienda de Oeste a Este desde Phoenix. El "no acción" es no construir la autopista nueva.

### Cómo Contactarnos

Si tiene alguna pregunta o comentario acerca del Estudio del Corredor de Transportación de South Mountain, por favor contacte:

- **Línea directa:** 602.712.7006
- **Sitio web:** www.SouthMountainFreeway.com
- **Fax:** 602.522.7707
- **Correo electrónico:** ADOT@hrinc.com

**Dirección:**
South Mountain Corridor Study Team,
3200 East Camelback Road, Suite 350,
Phoenix, AZ 85018

Este documento está disponible en inglés llamando al 602.712.7006.

Descargo de responsabilidad: Este documento es una traducción del texto original escrito en inglés. Esta traducción no es oficial y no es vinculante a este estudio o toma decisiones políticas de este estudio.
Your property may be impacted!

Please join us for a public information meeting to discuss how the proposed South Mountain Freeway connection at 59th Avenue and Interstate 10 might affect you and your property.

February 10, 2010
6 P.M.—8 P.M.
Presentation at 6:15 P.M.
Sunridge Elementary School Cafeteria
6244 W. Roosevelt Street
Phoenix, AZ

The purpose of the meeting is to provide an overview of the study and the proposed connection at 59th Avenue, discuss the right-of-way processes and schedule, and provide the opportunity for members of the community to ask questions and provide input. A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

For additional study and meeting information or to submit comments in writing, please contact ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018; e-mail: ADOT@hdrinc.com; phone: 602.712.7006; or fax: 602.522.7707. Written comments should be submitted by February 24, 2010.

Americans with Disabilities Act (ADA): Persons with a disability may request a reasonable accommodation such as a sign language interpreter, by calling 602.712.7006. Requests should be made as early as possible to arrange the accommodation. This document is available in alternative formats by contacting Heather Honsberger at the telephone number referenced above.

Este documento está disponible en español llamando 602.712.7006.

For more information, please visit www.SouthMountainFreeway.com

ADOT Project No. 202L MA 054 H5764 01L
Federal Project No. NH-202-D(ADY)
February 2010

¡Su propiedad puede ser impactada!

Acompáñenos por favor para una reunión de información pública para discutir cómo la conexión propuesta de la Autopista South Mountain en la Avenida 59 y la Interestatal 10 quizás le afecten a usted y su propiedad.

10 de febrero de 2010
6 P.M.—8 P.M.
Presentación a las 6:15 P.M.
Sunridge Elementary School Cafeteria
6244 W. Roosevelt Street
Phoenix, AZ

El propósito de la reunión es de proporcionar una vista general del estudio y la conexión propuesta en la Avenida 59, discutir los procesos del derecho de paso y el programa, y proporcionar la oportunidad para miembros de la comunidad de hacer preguntas y proporcionar su opinión. Una presentación breve con respecto a las recomendaciones será hecha en la reunión, seguida por una casa abierta donde representantes del equipo de estudio estarán presentes para contestar preguntas.

Para información adicional del estudio y la reunión o para presentar comentarios por escrito, por favor contacte a ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018. Correo electrónico ADOT@hdrinc.com; tel: 602.712.7006; o fax: 602.522.7707. Los comentarios por escrito deberán ser presentados antes del 24 de febrero de 2010.

Para más información, por favor visite a www.SouthMountainFreeway.com

Descargo de responsabilidad: Este documento es una traducción del texto original escrito en inglés. Esta traducción no es oficial y no es vinculante a este estado o subdivisión política de este estado.

Por más información, por favor visite a www.SouthMountainFreeway.com

Descargo de responsabilidad: Este documento es una traducción del texto original escrito en inglés. Esta traducción no es oficial y no es vinculante a este estado o subdivisión política de este estado.
The Arizona Department of Transportation and the Federal Highway Administration continue to study the proposed South Mountain Freeway and invite you to attend a public meeting to learn about recent changes to the proposed connection with Interstate 10. In response to declining funding for regional projects, the Maricopa Association of Governments Regional Council voted in October 2009 to approve the revised regional plan. The following changes were included for the South Mountain Freeway:

- Reduce the proposed freeway to eight lanes (from the previous 10-lane concept)
- Shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than 55th Avenue)

This public information meeting will be held to discuss how a South Mountain Freeway connection at 59th Avenue might affect you and your property. The purpose of the meeting is to provide an overview of the study and the proposed connection at 59th Avenue, discuss the study and right-of-way processes and schedule, and provide the opportunity for members of the community to ask questions and provide input. A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

For additional study and meeting information or to submit comments in writing, please contact ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018; e-mail: ADOT@hdrinc.com; phone: 602.712.7006; or fax: 602.522.7707. Written comments should be submitted by February 24, 2010.

Americans with Disabilities Act (ADA): Persons with a disability may request a reasonable accommodation such as a sign language interpreter, by calling 602.712.7006. Requests should be made as early as possible to arrange the accommodation. This document is available in alternative formats by contacting Heather Honsberger at the telephone number referenced above.

Este documento está disponible en español llamando 602.712.7006.

For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com.
Reunión de la Conexión de la Avenida 59

El Departamento de Transporte de Arizona y la Administración Federal de Autopistas continúan estudiando la propuesta para la autopista South Mountain, y le invita a asistir a la reunión pública para aprender acerca de recientes cambios sobre la conexión propuesta con la Interestatal 10. En respuesta a fondos disminuyendo para proyectos regionales, el Consejo Regional de la Asociación de Gobiernos Metropolitano, votó en octubre de 2009 para aprobar el plan regional revisado. Los siguientes cambios fueron incluidos para la autopista South Mountain:

• Reducir la autopista propuesta a ocho carriles (del concepto previo a 10-carriles)
• Mover el alineamiento de la sección oeste entre la Calle Lower Buckeye y la h-15 para conectar con la Avenida 59 (en lugar de la Avenida 55)

Esta reunión de información pública se realizará para discutir cómo una conexión de la autopista South Mountain con la Avenida 59 le pudiera afectar a usted y su propiedad. El propósito de la reunión es proporcionar una visión general del estudio y la conexión propuesta con la Avenida 59, discutir el estudio y los procesos del derecho de paso y el horario, así como ofrecer la oportunidad a los miembros de la comunidad para hacer preguntas y proporcionar su opinión. Se dará una presentación breve de las recomendaciones en la reunión, después seguirá una casa abierta donde los representantes del equipo de estudio estarán presentes para responder a preguntas.


Acta de los ciudadanos americanos con limitaciones físicas (ADA): las personas con alguna limitación física pueden solicitar adaptación razonable tal como un intérprete en lenguaje de signos, llamando al 602.712.7006. Las solicitudes deben ser presentadas antes de la reunión para organizar el alojamiento. Este documento está disponible en formatos alternativos contactando a Heather Honsberger al número telefónico descrito arriba.

Para más información con respecto a este estudio, visite por favor el sitio web del estudio en www.southmountainfreeway.com


Acta de los ciudadanos americanos con limitaciones físicas (ADA): las personas con alguna limitación física pueden solicitar adaptación razonable tal como un intérprete en lenguaje de signos, llamando al 602.712.7006. Las solicitudes deben ser presentadas antes de la reunión para organizar el alojamiento. Este documento está disponible en formatos alternativos contactando a Heather Honsberger al número telefónico descrito arriba.


Acta de los ciudadanos americanos con limitaciones físicas (ADA): las personas con alguna limitación física pueden solicitar adaptación razonable tal como un intérprete en lenguaje de signos, llamando al 602.712.7006. Las solicitudes deben ser presentadas antes de la reunión para organizar el alojamiento. Este documento está disponible en formatos alternativos contactando a Heather Honsberger al número telefónico descrito arriba.

Para más información con respecto a este estudio, visite por favor el sitio web del estudio en www.southmountainfreeway.com.
The Arizona Department of Transportation and the Federal Highway Administration continue to study the proposed South Mountain Freeway and invite you to attend a public meeting to learn about recent changes to the proposed connection with Interstate 10. In response to declining funding for regional projects, the Maricopa Association of Governments’ Regional Council voted in October 2009 to approve the revised regional plan. The following changes were included for the South Mountain Freeway:

- Shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than 55th Avenue).

This public information meeting will be held to discuss how a South Mountain Freeway connection at 59th Avenue might affect you and your property. The purpose of the meeting is to provide an overview of the study and the proposed connection at 59th Avenue, discuss the study and right-of-way processes and schedule, and provide the opportunity for members of the community to ask questions and provide input. A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

For additional study and meeting information or to submit comments in writing, please contact ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018; e-mail: ADOT@hdrinc.com; phone: 602.712.7006; or fax: 602.522.7707. Written comments should be submitted by February 24, 2010. Americans with Disabilities Act (ADA): Persons with a disability may request a reasonable accommodation such as a sign language interpreter, by calling 602.712.7006. Requests should be made as early as possible to arrange the accommodation. This document is available in alternative formats by contacting Heather Honsberger at the telephone number referenced above. This newspaper notice and other project information are available at www.southmountainfreeway.com.
The Arizona Department of Transportation and the Federal Highway Administration continue to study the proposed South Mountain Freeway and invite you to attend a public meeting to learn about recent changes to the proposed connection with Interstate 10. In response to declining funding for regional projects, the Maricopa Association of Governments’ Regional Council voted in October 2009 to approve the revised regional plan. The following changes were included for the South Mountain Freeway:

- Reduce the proposed freeway to eight lanes (from the previous 10-lane concept)
- Shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than 55th Avenue).

This public information meeting will be held to discuss how a South Mountain Freeway connection at 59th Avenue might affect you and your property. The purpose of the meeting is to provide an overview of the study and the proposed connection at 59th Avenue, discuss the study and right-of-way processes and schedule, and provide the opportunity for members of the community to ask questions and provide input.

A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

For additional study and meeting information or to submit comments in writing, please contact ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018; e-mail: ADOT@hdrinc.com; phone: 602.712.7006; or fax: 602.522.7707. Written comments should be submitted by February 24, 2010.

Americans with Disabilities Act (ADA): Persons with a disability may request a reasonable accommodation such as a sign language interpreter, by calling 602.712.7006. Requests should be made as early as possible to arrange the accommodation. This document is available in alternative formats by contacting Heather Honsberger at the telephone number referenced above.

JULIE KLIEWER
ADOT Phoenix
District Engineer

MICHAEL BRUDER
ADOT
Project Manager

FLOYD ROEHRICH, JR.
ADOT
State Engineer

THIS NEWS PAPER NOTICE AND OTHER PROJECT INFORMATION ARE AVAILABLE AT
www.southmountainfreeway.com

This page intentionally left blank
The Arizona Department of Transportation, the Federal Highway Administration and the Maricopa Association of Governments, in conjunction with the City of Phoenix, invite you to attend a public information meeting to learn about recent proposed options to the South Mountain Freeway through Laveen.

The purpose of this public information meeting is to present the W59 Alternative and two proposed options between Baseline and Elliot roads, from 63rd Avenue east to 61st Avenue. A brief presentation by the City of Phoenix regarding their recommendations will be made at the meeting. ADOT will also provide information regarding the 63rd Avenue and 61st Avenue alternative options. An open house will be held following the presentations. In addition, members of the community will have the opportunity to ask questions and provide input during the meeting.

Americans with Disabilities Act (ADA): Persons with a disability may request a reasonable accommodation such as a sign language interpreter, by calling 602.712.7006. Requests should be made as early as possible to arrange the accommodation. This document is available in alternative formats by contacting the team at 602.712.7006.

For more information regarding this study, please visit the study Web site at www.southmountainfreeway.com.
PUBLIC INFORMATION MEETING

Tuesday, February 22, 2011
6 P.M.–8 P.M.
PRESENTATION AT 6:15 P.M.

South Mountain
Transportation Corridor Study

Betty H. Fairfax High School
Cafeteria, Bldg. #600
8225 South 59th Avenue
Phoenix, AZ 85339

Laveen Area
Study Update!

For more information or to present comments by email, visit www.southMountainFreeway.com

Alineamiento propuesto del autopistaa través de Laveen

El Departamento de Transporte de Arizona, la Administración Federal de Autopistas y la Asociación de Gobiernos de Maricopa, en conjunto con la Ciudad de Phoenix, la invitan para que asista a la junta de información pública para conocer las opciones más recientes que se han propuesto del autopista South Mountain a través de Laveen.

El propósito de esta junta pública informativa es presentar la alternativa W59 y 2 opciones que han sido propuestas entre las calles de Baseline y Elliot, desde la Ave 63 Este hacia la Ave 61. La Ciudad de Phoenix hará una presentación breve en la junta, de las recomendaciones por parte de la Ciudad. ADOT también proporcionará información en cuanto a opciones alternativas de la Ave 63 y la Ave 61. Una sala abierta se realizará después de las presentaciones. Además, los miembros del público tendrán la oportunidad de hacer preguntas y aportar sus opiniones durante la junta.

Acta de Ciudadanos Americanos con Limitación Física (ADA):
Personas con limitación física pueden solicitar alguna adaptación razonable como un intérprete en Lenguaje de Señas llamando al 602.712.7006. Cualquier consulta debe ser hecha lo antes posible para ordenar cualquier adaptación. Este documento está disponible en formato alternativo o contactando al grupo encargado al 602.712.7006.

Título de Responsabilidad: Este documento es una traducción del texto original escrito en inglés. Esta traducción no es oficial y no es vinculante a este estado o subdivisión política de este estado.

Para más información con respecto a este estudio, visite por favor el sitio web del estudio en www.SouthMountainFreeway.com

Descargo de responsabilidad: Este documento es una traducción del texto original escrito en inglés. Esta traducción no es oficial y no es vinculante a este estado o subdivisión política de este estado.

Proyecto ADOT No. 202L MA 054 H5764 01L
Proyecto Federal No. NH 202-D(ADY)

Para mayor información de la junta y del estudio o presentar comentarios por escrito, favor contacte:
South Mountain Corridor Team
Correo electrónico: ADOTPhxres@hdrinc.com
3200 E. Camelback Rd., Ste 330
Teléfono: 602.712.7006
Phoenix, AZ 85018
Fax: 602.522.7717

Favor presentar comentarios por escrito antes del 8 de marzo, 2011.
Appendix 6-2

ARIZONA DEPARTMENT OF TRANSPORTATION AND FEDERAL HIGHWAY ADMINISTRATION

PUBLIC INFORMATION MEETING

LOOP 202 SOUTH MOUNTAIN FREEWAY UPDATE
Proposed Freeway Alignment through Laveen

For further information contact: 202 Avenue North
Saturday, February 26, 2011
8:00 AM - 8:30 PM

Betty R. Fairchild High School
10625 North 65th Avenue
Phoenix, AZ 85029

I. PURPOSE
This purpose of this public information meeting is to present all the public information to the citizens regarding the 202 Avenue and 202 Avenue freeway projects. The purpose of this public information meeting is to explain the project scope and the benefits of the alignment through the community. The agenda will also include the public information regarding the 202 Avenue and 202 Avenue freeway projects. The agenda will also include the public information regarding the 202 Avenue and 202 Avenue freeway projects.

II. PROJECT OVERVIEW
The 202 Avenue and 202 Avenue freeway projects are designed to improve the traffic flow and safety in the area. The alignment will include a new 202 Avenue freeway that will connect 202 Avenue east to 202 Avenue. The alignment will also include the 202 Avenue freeway that will connect 202 Avenue west to 202 Avenue.

III. PROJECT TIMELINE
The project is expected to be completed by the end of 2021. The project will include the construction of the new 202 Avenue freeway, the construction of the 202 Avenue freeway, and the construction of the 202 Avenue freeway.

IV. PUBLIC COMMENT
The public is encouraged to provide comments and suggestions on the proposed project. The public is also encouraged to provide feedback on the project.

V. CONTACT INFORMATION
For more information, please contact the project team at 602-774-9550 or visit the project website at www.azdot.gov/202avenue.

SMCC Laveen | Spring 2011 Classes
Laveen Elementary School • 5001 W. Dobbs Rd. • 480.227.7854

LATE START CLASSES IN LAVEEN!

- Financial Aid Workshop
- SMCC Technology Center - 2nd Floor (Free assistance for Federal Student Aid)

Questions? Don’t see the class you want? CALL US!
480.227.7854

El periódico The Arizona Republic del domingo

Piden apoyo para niño quemado

El periódico The Arizona Republic del domingo

Solamente

El periódico The Arizona Republic del domingo
CITIZENS ADVISORY TEAM

Appendix 6-3, Citizens Advisory Team, includes examples of public questions submitted at SMCAT meetings, the criteria for evaluating alternatives developed by the SMCAT and the SMCAT letter to ADOT identifying the western section preferred build alternative.

Public Questions and Comments Received at SMCAT Meetings

The South Mountain Citizens Advisory Team began accepting public comments at the meeting held April 22, 2004. The summary below includes all meetings from that time through the April 27, 2006 meeting.

4-22-04

David Folts, Concerned Families along South Mountain Loop 202

Question: You state that the projected traffic for South Mountain Loop 202 would be 155,000 vehicles a day. Knowing this, is it possible to have up to 400 vehicles or more a minute traveling this road during heavy vehicle flow periods; i.e. 6-9 a.m. and 3-7 p.m. Response: Theoretically, 400 cars per minute could use the ramp during rush hour, but there would be no cars throughout the day.

This additional technical information was provided after the meeting and will be distributed to the public at the next scheduled CAT meeting.

Based on computer traffic modeling calculated in 2001, it is estimated that a South Mountain Freeway would carry approximately 155,000 vehicles per day in 2025. This could equate to 39 vehicles per lane, per minute during the single busiest hour of the day. To put this in perspective, 155,000 vehicles per day is the approximate level of traffic for I-10 between Ray Road and Warner today. In 2004.

Question: With the vehicle numbers and type of proposed I-10 reliever not being included at this specific time, would this have an improved effect on the air quality projections for the Environmental Impact Statement on this project? Response: We will use traffic numbers with the I-10 reliever corridor included in the model.

Question: Is I-10 reliever new? Response: Yes, part of the regional plan but needs to be developed through a similar planning process.

6-24-04

Shea Stickler, Citizen

Question: Since the onset of this project/committee, how many new homes have been sold and built between 38th Avenue to 99th Avenue north of Dobbins and South of I-10? Question: How many homes are sold/built between each meeting; and by the time the project is defined, how much money will have been expended buying up newly sold land to make way for the route? Response: We are not sure.

Question: If this project is to be funded by a county sales tax; where is the county’s representation and what is its viewpoint? Response: Monthly Progress Team meetings are held and there are local and county representatives at those meetings. The intent of the CAT was to have representation from the general public.
J. Pima, Citizen  
**Question:** At what point will the pursuit of “other” alternative routes be closed in the decision-making process? When will the draft report be published?  
**Response:** Draft EIS identifies preferred alternatives and final selection is the Record of Decision. Draft EIS for the West side would be early next year and full draft by end of 2005 depending on East side alternatives. The study has been boiled down to 3 reasonable build alternatives on the west side.

**Comment:** When my neighborhood does not show upon a map that is supposed to represent the route’s impact on my neighbors, you send the message that we aren’t important.

**Response:** The team routinely updates aerial maps of the study area. Maps shown tonight were schematic and not intended to show every neighborhood. Technical analysis uses more detailed maps. West Side changes are happening rapidly and we work to stay current.

Chris Bale, Citizen  
**Question:** Has the FHWA been involved in the design/construction of other non-interstate freeways?  
**Response:** Yes.

**Question:** Will this section of the 202 receive more funding from the Federal Government? If so, is this whole process being additionally held up because this freeway is I-10 to I-10?  
**Response:** The process makes this freeway eligible for federal money. Conducting a federal level EIS to make it eligible for federal money is a state decision. The Red Mountain and Santan freeways have all gone through NEPA process.

Tim, Citizen  
**Question:** Do the traffic projections reflect the distribution of traffic bypassing Phoenix versus “internal” (within the county) traffic? Which use has priority in terms of routing (i.e., Pecos, Queen Creek, Riggs)?  
**Response:** Traffic numbers are for total traffic. We have estimated the percentage that is pass through vs. local. We have not studied traffic for Queen Creek or Riggs Road because they are not part of the current analysis.

Kent Oertle, Citizen  
**Question:** We need a traffic study that is current in order to plan properly. How long would it take to complete a traffic analysis which includes 30-year population projects?  
**Response:** In the past we have used 20 year projections and are now change to 25-year projections to meet traffic needs 20 years after the project is built. MAG is working to establish a model that can handle 2030. We do not have an estimate of when we will get the 2030 from MAG.

Ross Hendrix, Ahwatukee  
**Question:** What percent is “pass through,” that is Tucson to California traffic?

**Response:** The great bulk of the traffic is local or regional traffic. MAG estimates that only about three percent of the traffic would be “pass through.”

9-23-04

Wilfred Wellington, Sacaton  
**Question:** Is the same formula used in land appraisals on reservation lands?  
**Response:** The same formula is used to appraise land on or off the reservation.

Bill Ramsay, Phoenix  
**Question:** 1) Please describe methodology used to calculate traffic volumes. 2) Is the resulting number a (a) mean or (b) median?  
**Response:** Information to be provided at the next meeting.

(Anonymous)  
**Question:** What is the cost difference between at, above and below grade elevation?  
**Response:** Numerous factors determine construction costs. Typically, the least expensive is at grade and the most expense is depressed.

12-2-04

Larry Lee, Phoenix  
**Question:** Is there a study to show us the crime statistics?  
**Response:** This is not traditionally studied in an EIS. However, this comment will be taken under consideration by the study team.

**Question:** Is there any thought to making use of light rail along the Pecos route?  
**Response:** Light rail corridors are identified by MAG and Valley Metro. Currently I-10 west is the only corridor being pursued.

**Question:** I heard Pecos has already been selected by ADOT.  
**Response:** This is not true.

David Folts, Ahwatukee  
**Question:** Is it possible to use South Mountain as a secondary route to Canamex?  
**Response:** SR85 to US93 is under study as the Canamex.

**Question:** What percentage of commercial traffic would use South Mountain as a bypass?  
**Response:** Initial analysis shows about 10 percent, which is comparable to many current Valley freeways. We will continue to look at this issue and the information will be brought to this group.

**Question:** How many vehicles per minute can we expect?  
**Response:** The original projection was about 150,000 vehicles per day, and now we are looking at about 170,000. Peak hours are usually at about 10 percent of that figure.
**Question:** How many acres of South Mountain Park will be taken?  
**Response:** The original study showed 40-50 acres.

**Question:** What approvals would be needed to build a highway through South Mountain Park?  
**Response:** FHWA would have to approve a 4(f). There would be many agencies involved including EPA and the Department of the Interior.

**Question:** How many feet wide will South Mountain Loop be including on and off ramps?  
**Response:** 800 feet is typical; 1800 feet if the area is skewed.

**Question:** Will air quality improve, get worse, or stay the same within a half-mile of the freeway?  
**Response:** Air quality will be analyzed in the EIS.

**Question:** What is the total number of vehicles – commercial and private passenger – expressed as a percentage of the total number of vehicles on Maricopa County Freeways, that the South Mountain Freeway is expected to carry per day?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** If you are certain as to where the intersections will be on the Ahwatukee section of proposed South Mountain Loop 202 where are the drawing showing all this?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** Can you name some of the pollutants from this highway that would find its way into a human’s bloodstream and urine for people living within ½ mile of this highway?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** Will hazardous cargo be allowed on this highway and if so will there be a plan/procedure in place to lessen or eliminate injuries or fatalities for spills or accidents?  
**Response:** We do not know at this time.

**Question:** Will air quality improve, get worse, or stay the same within a half-mile of the highway?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** Will birth defects be more prevalent among pregnant women living within ½ mile of this highway and if so what would the most predominant birth defect?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** About ½ way down Pecos Road in Ahwatukee, there is a portable box 8’X12’ that resembles an Environmental Sampling station.  
1) Did ADOT or an agent of ADOT put this structure here?  
2) What specific functions are happening in this structure?  
**Response:** The Regional Transportation Plan (Prop 400) adopted by the voters does include studies beyond the Loop 303.

**Question:** Why aren’t any of these CAT meeting for proposed South Mountain Loop 202 being held in the village of Ahwatukee?  
**Response:** The meetings are held in the central portion of the study area to be equally convenient to the southwest valley and Ahwatukee residents.

**Question:** Why is ADOT still showing proposed South Mountain Loop 202 as a yellow highway on today’s handout and not a more detailed drawing?  
**Response:** Like to have a clear zone between road and end of right-of-way where possible. There is no standard or policy on the distance.

**Question:** How close can this highway and interchanges be built to a home or school?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** What is the total number of vehicles that the South Mountain Freeway is expected to carry per day?  
**Response:** We do not know at this time.

**Question:** How will birth defects be more prevalent among pregnant women living within ½ mile of this highway and if so what would be the most predominant birth defect?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** Will hazardous cargo be allowed on this highway and if so will there be a plan/procedure in place to lessen or eliminate injuries or fatalities for spills or accidents?  
**Response:** We do not know at this time.

**Question:** Will air quality improve, get worse, or stay the same within a half-mile of this highway?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** Will birth defects be more prevalent among pregnant women living within ½ mile of this highway and if so what would be the most predominant birth defect?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** Will air quality improve, get worse, or stay the same within a half-mile of the freeway?  
**Response:** Air quality will be analyzed in the EIS.

**Question:** What is the total number of vehicles – commercial and private passenger – expressed as a percentage of the total number of vehicles on Maricopa County Freeways, that the South Mountain Freeway is expected to carry per day?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** How many feet wide will South Mountain Loop be including on and off ramps?  
**Response:** 800 feet is typical; 1800 feet if the area is skewed.

**Question:** Will air quality improve, get worse, or stay the same within a half-mile of the freeway?  
**Response:** Air quality will be analyzed in the EIS.

**Question:** What is the total number of vehicles – commercial and private passenger – expressed as a percentage of the total number of vehicles on Maricopa County Freeways, that the South Mountain Freeway is expected to carry per day?  
**Response:** Information not available at this meeting will address at the February meeting.

**Question:** If someone lived within a ¼ mile of this highway for 20 years, would he see decreased lung function from living so close to South Mountain Loop 202 being that this highway could be used as a bypass for commercial diesel traffic?  
**Response:** Information not available at this meeting will address at the February meeting.
**Question:** How many acres of South Mountain Park will be taken to build this highway?
**Response:** The project team does not have the information to address this question.

**Question:** So is it a done deal that Pecos Road west of I-10 will be the location for freeway development? Please place a stake in the ground as far as final alignment and schedule and stick to it, there seems to be too many mods, changes, amendments, waffling and/or supplements! **Response:** A decision has not been made. ADOT is continuing to meet with Gila River Indian Community.

**2-24-05**

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** On 4/6/02 Concerned Families Along South Mountain Loop 202 send 13 questions concerning the human environment via Registered Certified US mail through the US Postal Service to EPA, ADOT, FHWA, HDR Engineering, AZ Gov, etc. In this letter we asked to share all 13 Questions included in the South Mountain EIS. I have recently found out some or most of the above mentioned questions will not be included in the EIS. Why? What could be in these questions to where the answers wouldn’t be included in the EIS. Please explain. **Response:** The project team has received and reviewed Mr. Folts letter with 13 questions. There will be a response to the questions in the draft EIS.

**Question:** If proposed South Mountain Loop 202 is built through South Mountain Park would there be any attempt to block this highway view from people enjoying the vistas of this park? **Response:** Visual impact is one of the technical studies currently underway. The findings of that study will be shared with the SMCAT.

**Question:** Are there plans to close and rebuild relocate Lagos Elementary School while will sit right alongside this highway and if so why? **Response:** If there is a direct impact on the school, the team will identify the impact and then evaluate potential mitigation measures.

**Question:** With Lagos Elementary School sitting right alongside proposed South Mountain Loop 202 is there a sufficient indoor HVAC air filtration system in place to filter out PM 2.5 and PM 10 mostly from diesel exhaust so this cannot enter the lungs of our children? **Response:** The project team does not have the information to address this issue.

**Question:** I am asking ADOT to include and publish the results from the following study in the EIS and to the SMCAT members: “Links in the Womb Chromosome Damage to Elevated Exposure to Polycyclic Aromatic Hydrocarbons,” published in February’s Journal of Cancer Epidemiology Biomarkers and Prevention, authored by Frederica Perera, Director of Columbia University Center for Children’s Environmental Health. **Response:** The project team will review this study.

**Question:** Will the fuel line that resides along proposed South Mountain Loop 202 have to moved, reclassified or other infrastructure put in place because of this proposed highway? **Response:** Utility conflicts and potential relocations are one of the technical studies currently underway. The findings of the study will be shared with the SMCAT.

**Question:** If proposed South Mountain Loop 202 is not built can the city turn the excess land along Pecos Road into a greenway with walking and biking trails for everyone to enjoy possibly connecting the above-mentioned hiking trail to a trail in South Mountain Park? **Response:** The City of Phoenix would need to address this issue.

**Question:** Would the City of Phoenix City Council have to approve the transfer of land from South Mountain Park to build this highway? **Response:** The City of Phoenix would need to address this issue.

**Question:** Why was all of the information on proposed South Mountain Loop 202 removed from ADOT’s main web? Should someone deny this please see attached e-mail from ADOT and read the response aloud. **Response:** The information was not removed from the ADOT website. However, a recent redesign of the ADOT website has made it difficult to find the website. The public is encouraged to use the address www.southmountainfreeway.com to obtain direct access to the website. ADOT staff has been notified of this.

**3-24-05**

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** Which agency completes the paperwork and process of (4f) of using South Mountain Parkland for this proposed highway? Which branch and department is responsible to see this process along? **Response:** For Arizona Department of Transportation projects, FHWA has ultimate authority to deal with Historical Sites and Parks.

**Question:** What safeguards are in place if North American Indian Artifacts are found? Will there be enough time allotted to properly reclaim these items? **Response:** The process to address cultural resources includes several steps. 1) Archeologists research documentation followed by field visits to document findings. 2) The report is reviewed by all recognized tribes and federal and state agencies. 3) Additional testing is done by digging small trenches. 4) The team creates a data recovery plan and all recovered artifacts will be handled per the approved plan.

**Question:** It appears that ADOT will need more land then the additional 50 acres stated by ADOT earlier. Last week I was shown additional acreage on the west end of South Mountain Loop 202 being reserved as a right of way. How many more additional acres of
South Mountain Park will be needed then previously stated? **Response:** We are still looking at alternatives to minimize impacts to the park and will report back on the impacted acreage.

**Question:** How many cubic yards of soil must be removed from South Mountain Park as to construct this highway through South Mountain Park? **Response:** The number has been calculated but is not available tonight. We will post to the website.

**Question:** Will noise levels in the classrooms at Lagos school before and after highway construction? If levels are above Federal permissible limits what action is planned? **Response:** We will ask noise author to address when the noise analysis is presented.

**Question:** Since it is very possible for South Mountain Loop 202 to be used as a bypass around Phoenix with quite a bit of the traffic being trucks, is there a more specific study taking into account such as diesel soot/diesel exhaust finding its way into Ahwatukee residents lungs for a realistic span of 15-20 years, i.e., children growing up in this neighborhood? **Response:** We will have a detailed air quality presentation when the technical report is completed.

**Question:** Was part of the decision to build South Mountain Loop 202 at or above grade along Pecos Road made to achieve better air quality standards? Does elevated or depressed highway design ever affect the air quality in the immediate area? **Response:** We will discuss this issue when we have the detailed air quality presentation.

**Question:** Who if anyone will measure the turbidity of the water as mentioned by Ralph from ADOT? How often will the water be sampled and tested? Who forwards the results to the EPA? **Response:** Turbidity of water measures cloudiness and/or sedimentation. It is tested by qualified professionals as determined by a plan to be set up between the contractor and ADOT.

**Question:** Is the Sierra Club member still a member of the SMCAT Group? **Response:** Yes. They will be appointing a replacement for Chad Campbell who is no longer able to attend the meetings.

**William Ramsay**

**Question:** How was the study area (red border on draft dated January 2005) determined? **Response:** We used the purpose and need to identify a geographic area. Some technical reports will look outside the study area, i.e., air quality. Please identify the street that constitutes the study area in Ahwatukee (running East-West). **Response:** It is approximately ½ mile North of Pecos Road.

**Question:** What requirement does ADOT and FHWA have to notify residents within the study area? **Response:** We are required to notify within study area. There are established guidelines but not specific requirements.

**Question:** Are realtors obligated to notify individuals purchasing homes within the study area of the potential impact of the proposed project? **Response:** It is common practice if a realtor has knowledge of a project, they should disclose.

(Anonymous)

**Question:** Why do the alternatives have to be south of Pecos? **Response:** Have looked at US60 extension to the west but didn’t meeting the purpose and need of regional mobility.

4-28-05

David Fols, Concerned Families along South Mountain Loop 202

**Question:** Why doesn’t ADOT how (publish on South Mountain web page) all the public meetings that they host or attend month by month; i.e., HOA, Village Committee, etc. thus allowing the public a chance to attend? **Response:** Any ADOT-hosted meetings are posted on the website. The team is invited to other meetings to present information and/or answer questions, but attendance at these meetings is determined by the host organization and may not be appropriate for the general public to attend.

**Question:** Last week I heard a process described, I think it was part of the 4F process. I heard a statement that a visual check on the surface of the ground would be completed for Indian Artifacts which would include pottery, burial grounds, etc. With this area being so close to the Gila Nation. There is a better way to complete this. There is a multitude of tolls/devices that can sense many different masses or objects many feet below the surface. **Response:** We are consulting with the appropriate agencies regarding the best method to survey for and address any findings.

**Question:** Will any test wells, i.e. ground contamination be affected by the construction of South Mountain Loop 202? **Response:** We will have to follow-up with that information.

**Question:** If ADOT didn’t use any acreage from Alta Ridge of South Mountain Park, how many acres would still be needed on the southwest region of South Mountain Park to construct the South Mountain Loop 202? **Response:** That is still under study and is dynamic. We are looking at tunnels.

**Question:** Will the cost per mile of South Mountain Loop 202 rule out a semi or fully depressed highway? **Response:** That is not a primary decision point.

**Question:** Would the cost of tunneling through South Mountain Park overrule this type of construction on South Mountain Loop 202? Who would make the decision that this tunneling project would be too expensive? **Response:** “Extraordinary” costs will be discussed with the Federal Highway Administration.

**Question:** If the decision is made not to build South Mountain Loop 202, what other plans are in place to improve existing highway traffic specifically the Broadway curve on I-10? **Response:** A study is underway from SR51 to Santan freeway. Current alternatives
are to build a CD roadway (parallel freeway system). The alternative assumes that the South Mountain freeway is built.

**Question:** Does the Police Department have any data that show the incidence of crime (density) along existing highways? If they do can they please let our organization know how to get this information. **Response:** Ms. Navida provided her contact information.

Larry Landry, Phoenix Resident

**Question:** Isn’t it true that at the end of the process ADOT will present a draft EIS and FHWA will accept or not? Don’t all the consultants work for ADOT? When will a North/South freeway alignment be recommended by ADOT?

**5-26-05**

David Folts, Concerned Families Along South Mountain Loop 202

**Question:** What approximate date will the draft EIS be published? **Response:** Fall of 2006, however, this is subject to change.

**Question:** How close will proposed South Mountain Loop 202 be to San Juan Drive in South Mountain Park? **Response:** We don’t have dimensions, this will vary based on the alternatives, such as a cut-section or tunnel.

**Question:** How many acres of South Mountain Park are taken to build SMCAT Alternative 1? Include areas used for drainage, lighting and right-of-way areas. **Response:** Don’t know at this time. This will be shown in the final analysis.

**Question:** Do the traffic flow volumes also include traffic from the I-10 Reliever? **Response:** Yes, the model includes projected traffic from I-10 reliever.

**Question:** Do the no-build traffic flow volumes take into account the improvements that are planned along I-10 that were discussed in last month’s meeting? **Response:** Yes.

**Question:** At last month’s meeting I asked about the Section 4(f) process and how the procedure of a visual check for American Indian Artifacts was insufficient way to complete this with all the instruments now available to identify certain materials underground. Why isn’t ADOT FHWA and HDR Engineering using ground penetrating radar to identify any American Indian artifacts below the soil? Many of these tools sell for $3000-$4000 and many businesses perform this service in such a situation. I would like this question entered in the meeting minutes. **Response:** At this stage of the process research is performed and visual surface surveys. We don’t do more until we are on the property.

**Question:** Does ADOT, FHWA or HDR Engineering do any geophysical surveys (ground penetrating radar) as a standard process before building a highway? If this is not a standard process what makes this tool necessary when designing and building a highway? **Response:** No. This is traditionally later in the process.

**Question:** You show projected traffic flows in 2025. Why not show the percent of cars and include the percent of trucks using South Mountain Loop 202 including the truck traffic from the I-10 Reliever? **Response:** This is the first phase of traffic information. More information is forthcoming.

Clayton Danzeisen, Danzeisen Dairy and Maricopa County Farm Bureau

**Question:** Who will make the final decision concerning the route South Mountain freeway will take? **Response:** This is a joint ADOT and FHWA decision.

**Question:** Can ADOT eliminate the line starting with GRIC right now? **Response:** Due to South Mountain Park, we have to look at all options as long as they are a possibility.

**Question:** Does the traffic model consider traffic coming through the valley from Quartzite, Tucson, or Flagstaff for instance? **Response:** Yes.

**Question:** Traffic model bubble – Does it work to have three lines? Such as, I-10 at Broadway 2003/no-build/build. **Response:** This is a good suggestion.

**Question:** Since the I-10 reliever will not be built until after South Mountain, wouldn’t it be better to leave it out of the model? **Response:** Model looks at full build out at 2030.

William Ramsay

**Question:** If SMCAT concludes its meeting with the status of the South Mountain eastern terminus being undecided in the draft EIS, what public forum will be available for review and input on the final decision on the eastern alignment and terminus? **Response:** We would not say the CAT was finished with only a west side alternative. There would be ongoing public involvement.

**Question:** Is Lagos Elementary School officially considered Section 4(f)? **Response:** No. However, the ball fields and playgrounds are Section 4(f).

**Question:** If so, what neighborhoods surrounding Lagos are being considered as part of the Section 4(f) study? **Response:** Section 4(f) applies to a neighborhood only when it is eligible for historic designation.

**6-23-05**

David Folts, Concerned Families Along South Mountain Loop 202

**Question:** If this highway is built and audible levels measured in Lagos school are higher than federal law allows (noise from highway) what will be done to alleviate this potential problem? Will sound readings be taken before and after the highway is built? Will ongoing sound testing be completed as traffic continues to build years in the future? **Response:** The Draft EIS includes noise analysis and mitigation information. Noise readings are also taken after a freeway is built. The ADOT noise policy exceeds the federal guidelines. (ADOT allows less noise).
Question: At what point in the design or build out of a highway in Arizona is a survey done to find out what is under the earth/soil where the highway will sit? What type of readings are taken to see if rock, soil or other types of earth lie underground thus giving a clear picture on what must be removed for building highways. **Response:** During the EIS, geotechnical reports are reviewed. At the design phase, there is a complete report that includes borings.

**Question:** In a previous meeting I think possibly by HDR Engineering, they stated that 4 million cu. ft. of soil would need to be removed under one of the alternatives as the highway runs through South Mountain Park. What would ADOT or the contractor do with all this soil, gravel and rock where would it go? **Response:** The figure is 4 million cu. yards of soil. The contractor uses as much as possible within the project and makes the final determination on any remaining materials.

**Question:** Do the traffic volume maps take into account the price of gas/fuel one, two, ten and twenty years out? I ask this because the cost of fuel will have a very substantial effect on highway volumes as fuel reaches possible $3 and $4 a gallon price or beyond. **Response:** I don’t believe this is an assumption, but will find out.

**Comment:** Don’t forget to include the I-10 Reliever on the revised traffic volumes map. **Response:** This is included and appears on the copies of the maps, but unfortunately not on the map projected on the screen.

**Comment:** Two meetings ago a request was made for crime data in relation to existing highways. The SMCAT members were told there would be a six-month wait. Attached to this question are nine separate 2004 City of Phoenix crime density maps with major highways shown. Each map consists of separate crimes from homicide, auto theft, assault etc. Please make copies of these color key maps and hand them out to all the SMCAT members should they wish to view these. **Response:** We will do so with the caveat to members that there may or may not be a correlation of crime to freeways.

Matthew Alan Lord

**Comment:** I hope that the SMCAT does not decide to hold closed meetings. They are responsible for making decisions governing the taxpayer’s money and residents’ communities. While inaccurate reporting in the press is unfortunate, that is a risk we take by having a free press. As a researcher and as a citizen, I urge the SMCAT not to hold closed meetings. Perhaps a better response is to write to the editors of the offending news outlet so that they can ensure accurate reporting in the future. Thanks!

7-28-05

David Folts, Concerned Families Along South Mountain Loop 202

**Question:** Is it possible for the SMCAT to come up with alternative to no-build without having a continuous highway from east to west? **Response:** While such a vote is possible, constructing only half of the freeway will not be considered.

**Question:** Will the Co Nexus information gathered in the meetings be presented at public meetings other than the SM CAT meetings? **Response:** How the information will be presented has not been determined yet. However, some level of information will be included in the Draft EIS.

**Question:** Is it possible for a participant just not to vote if any of the answers do not fit his or her response? **Response:** Every member will vote on each question. However, each question will have a “don’t know” option.

**Question:** Maybe the SMCAT members should frame the questions. **Response:** The questions will be framed by the members.

**Question:** ADOT made the statement that 25 tribes have been contacted about the cultural significance of South Mountain Park land. Can you please point out the land that is actually being considered and state why this land was selected for this process. What input if any will the 25 tribes have? **Response:** We do not know what land is significant to the individual tribes. That will be discussed during the consultation process.

**Question:** An archeological dig is happening in many areas where the new light rail transit where reside (sic). This present situation is finding North American Indian artifacts. Why isn’t this being done along certain areas for South Mountain Loop 202? **Response:** During the study process, archeologists investigate previous studies within the potentially affected areas and perform non-ground disturbing field surveys. The determination of whether archeological digs are necessary or not would only be determined if a build alternative is selected. If digs are necessary, they would occur after this study process is complete.

William Ramsay

**Question:** Regarding voting model: Questions of safety should be deleted. 1. Safety is a given. Why wouldn’t want safe highways and why would ADOT not automatically (not legible) into (not legible). 2. SMCAT members are not responsible for determining safety. Panel members are being asked to consider other topics that are more relevant, such as (not legible), relocation, etc. **Response:** The criteria used by the SuperRedTan CAT were developed by the CAT members. The relative operational safety of the alternatives was determined by the group to be important enough to vote on. Safety may or may not be an issue that this group will include in the criteria.

Charlotte Nahee

**Comment:** Most people in District 6 object to the freeway, but it is badly needed.

8-25-05

Alan Mann

**Comment:** My wife and I moved our family to Laveen in 1981, and have enjoyed raising our children in a rural setting. We know the changes are coming to our area. Laveen has
spent a lot of time and energy trying to plan for this. We would like to encourage you to choose the realignment for W55 to the west of the current proposal. To move to the east would destroy Laveen’s planning for a community. I would also support W71.

David Folts, Concerned Families Along South Mountain Loop 202

Question: What percentage of the 160,000 vehicles that are passing through South Mountain Park are trucks and what percentage are vehicles that are just passing through Phoenix? Please enter these questions in the EIS. Response: About 10 percent trucks; pass-through will be determined.

Comment: I would think it a good idea to allow a 10-minute discussion period before each Co Nexus vote so all the SMCAT members are up to speed on definitions and intent. Response: This is a good idea.

Question: What percentage of the 160,000 vehicles that are passing through South Mountain Loop 202 be the new Hazardous Cargo Route? If this is selected as a Hazardous Cargo Route will radioactive materials be allowed? Please describe some of the present hazardous cargo being transported on Hazardous Cargo Routes. Please enter this question in the EIS. Response: This was addressed as a previous CAT meeting and can be found in past meeting notes.

Question: Concerning particulate pollutants, are ultra fine particle (<=.01 to 2.5 microns) predominantly derived from combustions of fossil fuels? Are these ultra fine particles a major component in vehicle emissions? Question: Do ultra fine particles (<.01 to 2.5 microns) from vehicle emissions have a high content of potentially toxic hydrocarbons among all PM sources? Do ultra fine particles (<.01 to 2.5 microns) penetrate deeper into lung tissues than fine particles and if they do, can the particles trigger inflammation in the smaller airways leading to exacerbation of asthma and bronchitis? Question: If one had related living along this highway within 250 feet and being exposed to the highway traffic, would destroy Laveen’s planning for a community. I would also support W71.

Matthew Mellor, Citizen of Laveen

Question: Noting the congestion on US60 in Mesa and Tempe, why is the South Mountain freeway following the same pattern of intersections at every mile? (Elliott, Dobbins, Baseline, etc.) Response: This is not yet determined and remains under ongoing coordination.

Question: Due to the rapid development of west side/Laveen communities, available parcels (with limited residential impact) are quickly being consumed, would a push out
from our neighbors, not to mention the financial hardship. I built my home there on a piece of land my parents gave me. At 47 and a single parent, I would not want to start over. We are extremely interested in saving our community.

Ruben M. Garcia, Santa Maria
Comment: What type of safety procedures for health is ADOT going to take? And, what type of sound barriers will be put in place to protect our children and our health from pollution. Health/noise etc.

Amelia C. Hernandez, 7029 W. Lower Buckeye, Santa Maria
Comment: I am a 65 year old widow about to retire. I have been looking forward to being able to stay in my safe surrounding. For the first time I have conveniences close by. I work at Fowler District for 32 years. If my home is taken away it will be like killing me. My husband died there. I have planted pecan, fruit trees and many plants that deceased teachers and family and friends have given to me. I have a son that is mentally sick. Everybody in the neighborhood knows him, thus the safety issue. I have a 17 year old CPS teenager that lives in my home just recently. My home is a five bedroom, 2 baths and my daughter and husband live there too, all with health issues. My other son lives in the back house, which will help with my measly retirement check. If my home is taken away I will loose all of this. Santa Maria has been my home for 45 years and all of the community is more like an extended family than neighbors. All I can ask is that you seriously put yourself in my position and let your conscious and our dear Lord guide you away I will loose all of this. P.S. I would be one of the first to go. Santa Maria is a very family oriented and also sort of a retirement community with the inheritance going to our children.

Patricia Franco, daughter of Manuel Franco, Santa Maria Community
Question: 1. Can’t you come up with other alternatives? Like building the freeway further south so it would go thru most of the desert, not communities that have been built here for more than 50 years. 2. Some people are hearing impaired. Is there any way to get microphones so we could hear better?

Frank Gonzales, Santa Maria
Question: This freeway going thru our township will disrupt our traditional way of life. Where will our residents relocate, especially our senior citizens? Properties everywhere are sky high. If this goes thru it causes a hardship on everyone including myself and family.

Alicia Brooks
Question: What will be the outcome if they decide to go through Santa Maria? I have lived there for 60 years. My father built the house I live in. Unfortunately, both my parents are deceased. They left the property to me. I will be retiring next year and looking forward to it. But, I can’t even think about it if I lose my home. I also work for the state and am on a fixed income.

Olivia Escobedo
Comment: I have lived in Santa Maria for 50 years. There’s a children’s Mexican dance group that practices in a house in Santa Maria. Kids from 5-18 years old, to help kids off streets and drugs. We perform in different places. We also take kids on trips. This year was Hawaii, Mexico and Washington D.C. All the kids would miss all this if we were to move.

David Folts, Concerned Families Along South Mountain Loop 202
Question: Shouldn’t the SMCAT group be allowed to schedule and decide on when they meet? After all aren’t they the ones making the recommendation by voting for or against this project? It almost seems ADOT is forcing this citizens group into a decision before all this information can be digested. Response: This was reviewed tonight.

Question: A question was asked last month. “Can you name the interchanges on the west and south side of S. Mt. Loop 202 that will be raised interchanges? How many feet above grade will the tallest one be”? The response was “Currently all interchanges are planned with the freeway going over the arterial street. The freeway would be 25 feet above the arterial street.” Please define where the measurement of 25 feet starts and stops, i.e. from the lower road surface to the lowest structural member of the bridge? Response: This will be addressed at the next meeting.

Question: Earlier, ADOT mentioned removing 4 million cubic yards of soil from S. Mtn. To make way for the highway as it passed through S. Mtn. Park. Will some or all of this 4 million cubic yards of soil and rocks be used to construct the elevated interchanges? Response: To the extent possible, fill material is used within the project.

Question: Is there a strong association between childhood leukemia and other childhood cancers from vehicle emissions in major highway corridors? Please use “Distance Weighted Traffic Density in Proximity to a Home is a Risk Factor for Leukemia and other childhood cancers”. This is a JAWMA study. Please enter this information in the S. Mtn. Loop EIS.

Question: Is the cancer risk higher for populations exposed within 2 kilometers off major freeway corridors and do mobile source emissions account for 90% of the cancer risk? Please use the MATES II Study when answering these questions and enter this in the S. Mtn. Loop EIS.

Question: Concerning particulate pollutions, are ultra fine particle (<0.1 to 2.5) microns predominantly derived from combustions of fossil fuels? Are these ultra fine particles a major component in vehicle emissions?

Question: Do ultra fine particles (<0.1 to 2.5 microns) from vehicle emissions have a high content of potentially toxic hydrocarbons among all PM sources? Do ultra fine particles (<.01 to 2.5 microns) penetrate deeper into lung tissues than fine particles and if they do, can the particles trigger inflammation in the smaller airways leading to exacerbation of asthma and bronchitis?
**Question:** If one had to relate living along this highway within 250 feet and being exposed to the highway traffic pollution, this would equate about to smoking how many cigarettes a day if any? Please enter this question in the EIS. **Response:** All particulate matter sources penetrate deeper. ADOT will have to determine if this appropriate to address in an EIS.

**Question:** Since South Mountain Loop 202 bypasses the center of the city and resides on the southern border, will South Mountain Loop 202 be the new Hazardous Cargo Route? If this is selected as a Hazardous Cargo Route will radioactive materials be allowed? Please describe some of the present hazardous cargo being transported on Hazardous Cargo Routes. Please enter this question in the EIS. **Response:** ADOT determines if a design feature makes a route a poor choice for hazardous cargo. Recent decisions for no HC include the I-10 tunnel, and a route over a river due to potential impacts to the river. If it is legal to haul the material and there is no exemption from ADOT, the material can be hauled on a freeway in general.

**Comment:** I would think it a good idea to allow a 10-minute discussion period before each CoNexus vote so all the SMCAT members are up to speed on definitions and intent.

**Response:** Yes, we will allow time for discussion prior to the evaluation.

**Question:** Can you name the interchanges on the west and south side of South Mountain Loop 202 that will be raised interchanges? How many feet above grade will the tallest one be? **Response:** This will be discussed in the design report.

**Question:** What percentage of the 160,000 vehicles that are passing through South Mountain Park are trucks and what percentage are vehicles that are just passing through Phoenix? Please enter these questions in the EIS. **Response:** This will be discussed in the traffic operations report.

10-20-05

**William Ramsay**

**Question:** What organization is responsible for rendering the records of decision? **Response:** FHWA.

**Question:** At what point of the design phase would a “no Build” decision be made? **Response:** At the record of decision.

**Question:** What would be the primary factor or considerations involved in a “no build” decision? **Response:** These are the same factors used in evaluating the other alternatives.

**David Folts, Concerned families along SM & Loop 202**

**Question:** If the new quiet asphalt is used in the construction of Loop 202, will this cause sound abatement walls to be much shorter or not constructed at all? After all, ADOT only has to meet certain sound criteria and if it is met, why build walls? **Response:** This will be part of the noise technical report.

**Question:** Can ADOT explain sound abatement techniques on the elevated interchanges planned for S. Mt. Loop 202 as it passes through Ahwatukee. Will sound abatement walls be used on the elevated interchanges and if so how tall will the walls be? How many feet higher will the sound abatement walls be then the elevated interchanges? **Response:** This will be part of the noise technical report.

**Question:** Can ADOT supply 3 artists renderings of 3 typical elevated interchanges in Ahwatukee. Please provide elevations and show any sound abatement walls on other sound abatement design techniques. **Response:** We will forward this suggestion to ADOT for their consideration.

**Question:** A question was asked last week about the height of the elevated interchanges being measured from the surface of the grade/road under the structure. This question was asked because ADOT staked the height of the bridges would be 25 feet. What will be the highest point of the elevated highway in feet measured from the surface/grade of the highway? **Response:** Typical heights on arterials are about 25 feet. At railroad tracks, heights are about 30 feet.

**Question:** ADOT & HDR stated in the past that they would take photos (not video) of present housing and development then superimpose the complete highway alignment (all alignments West End) over the actual photo maps. This would show the best and latest birds eye view of this project on present day development. Does ADOT already have something similar to this? **Response:** This information is forthcoming in the video mentioned previously.

**Question:** Is a hard copy of the summary from the previous SMCAT meeting as shown on S. Mt. Corridor study web page given to each SMCAT member? (specifically answers to questions from the public gallery and SMCAT members) **Response:** Yes.

**Question:** During heavy rains in the summer, quite a bit of rain runoff will be collected in the drainage canal on Pecos Rd. The north or south side of S. Mt. Loop 202. What will be the retention time in days that standing water will sit in the collection canals during a 3 inch rain over 24 hours? How, if at all, will this water be released and where will it flow to, along the Ahwatukee section of S. Mt. Loop 202? **Response:** We are not able to answer this question at this time.

**Question:** The drainage channel that resides alongside the Ahwatukee section of S. Mt. Loop has the ability to hold what total volume of water in gallons from 51st Ave. to 40th Street? Will this standing water be treated to insure it doesn’t become a mosquito breeding ground for such diseases as West Nile Fever? **Response:** We do not have the technical experts in attendance.
explosive growth on the West Side there are certain to be many new jobs created that
Many of the West Side residents will be commuting to jobs on the East Side and with the
of Ahwatukee, would this have a tendency to force a new EIS or require more study and
would this have the affect of giving Ahwatukee residents cleaner air? If so, why?

Question: What % of the 4 million cubic yards removed from S. Mt. Park be used to
construct the elevated interchanges on S. Mt Loop 202? Response: This requires an
analysis of the material removed to determine if it appropriate for this use.

Question: How many feet out from the very center of the interchanges will the highway
elevation start? What is the average, minimum and maximum rise over run in feet as you
close in, then leave the interchange? Response: The maximum allowable grade is three
percent, or three feet per one hundred feet.

Question: What is the deepest depression in feet used on Route 60 as it passed through
Phoenix, Chandler, Tempe and Mesa? Response: The deepest depression in that area is
25 feet deep; however, some areas are only partially depressed and are at about 20-21
feet.

Question: If S. Mt. Loop 202 was fully depressed i.e. (60 feet depressed from grade)
would this have the affect of giving Ahwatukee residents cleaner air? If so, why?
Response: There will be an air quality technical report later in this process.

Question: If a change in design is made to fully depress S. Mt. Loop 202 as it runs south
of Ahwatukee, would this have a tendency to force a new EIS or require more study and
data gathering time for the existing EIS? Response: As long as the information is part of
the draft EIS, a new EIS would not be required.

Jason Fifield (I am a homeowner near 83rd Ave and Lower Buckeye Rd.)
Comment: I am curious as to the studies that have been done in regards to growth in the
West Valley. Are the growth projections being considered current (what are the date of
the projection studies/figures)? I’ve seen in certain media that the West Side is expected
to add upwards of 2+ million people in the next 15-20 years. I am concerned that any
proposed routes east of 99th Ave. are very shortsighted of the coming West Side growth.
Many of the West Side residents will be commuting to jobs on the East Side and with the
explosive growth on the West Side there are certain to be many new jobs created that
East Valley residents will commute to. Also, I know the committee has talked about
semi-trucks using the South Mt. Fwy. as a bypass around downtown. With all the growth
and increased traffic on I-10 is the committee factoring in all the other regular travelers
passing thru Phoenix who would likely choose this new route over I-10. Response: We have
MAG 2000 census data, and where appropriate will use the new 2005 data when we
receive

11-3-05

William Ramsey
Question: The City of Phoenix completed, around 2001, and at a cost of nearly $60
Million, a water and sanitary sewer project along Pecos Road west of 24th St. There has
been no mention of how ADOT will treat tax. Please elaborate on how the proposed
South Mountain Loop, using Pecos Road as the eastern alignment, will affect the City of
Phoenix’s water system. Response: This is a repeat question. Further information will be
available in the utility report.

David Folts, Concerned Families Along S. Mt. Loop 202
Question: In previous meetings ADOT & FHWA has sat about 15 feet away of their own
table. Why are they now seated with the SMCAT members? Will the ADOT & FHWA
people sitting at the SMCAT table be also voting on S. Mt. Loop along with the
remainer of the Advisory Team? Response: They are sitting at the table so that they can
better answer CAT questions. At the onset of the meeting, I asked CAT members if they
would like ADOT and FHWA to return to the table and they agreed. ADOT and FHWA
will not be at the table during the evaluation process.

Question: Will ADOT or FHWA do any form of underground radar mapping for Native
Cultural Sights along S. Mt. Loop 202, also along the washes that will have increased
flow as they travel away from S. Mt. Loop 202? Wouldn’t it be better to locate and
properly move the cultural finds beforehand than disturb it and try to deal with this after
the fact? Response: This is a repeat question.

Question: I have heard that somewhere between 30 to 65 acres of land will be taken from
S. Mt. Park for S. Mt. Loop 202. The most recent plans show how many acres are to be
taken from S. Mt. Loop 202. Response: This information is in a forthcoming report.

Question: Why aren’t the people of Laveen, Tolleson Ahwatukee and the other
communities along S. Mt. Loop 202 given the same consideration when building
highways through their community? This question specifically concerns the design of
depressed highways in heavy residential areas. Response: We are looking at options for
depressing the freeway in all communities where feasible.

Question: How many wells are in the path of S. Mt. Loop 202? How many wells will be
redrilled to replace the wells that will be put out of service? Is part of SRP’s recent well
expansion happening because of the above-mentioned questions? Response: The number
of wells is recorded in the technical reports, but I don’t recall these numbers.

Question: Can ADOT show 2 artist renderings of the elevated interchanges with the
sound and noise abatement techniques that will be used to lessen impact to the human
environment? Response: This is a repeat question. We don’t have a graphic for noise.

Question: Can ADOT show 3 (artist renderings) examples of what the elevated
interchanges will look like along S. Mt. Loop 202? Response: This is a repeat question.
There are some visuals coming and we will talk with ADOT about the renderings.

Question: In Nevada a school was relocated away from a highway that was going to
have lanes added. This decision was made in federal court partly due to air standards
within a few 100 feet of the highway. Does this court ruling have any affect on schools
that will reside along S. Mt. Loop 202? Response: As stated earlier, this information was
given to HDR and copies forwarded to ADOT and FHWA. These issues are being considered and further information will be included in the air report.

Larry Lee, Foothills Mountain Ranch, Resident

Question: Just north of the church at 24th St. there is a dry well --- this area floods. I do not see any accommodation for that flooding. Response: This site is not specifically included in the report.

Question: Also, what impact will commercial business and an additional casino (to match the freeway traffic) have on noise, crime, pollution and general way of life for Ahwatukee? Response: We know of no plans for an additional casino or any commercial business development planned in this area.

Question: Will hazardous material travel on this highway? Why can’t trucks use I-8 to avoid Phoenix? Response: This is a repeat question.

12-1-05

Larry Lee

Comment: If Gila River is requesting frontage roads and access to the loop 202, then they definitely are showing that they want and need the road. GRIC wants commercial development, Ahwatukee does not want any significant commercial development. If GRIC wants commercial then GRIC should take the road, otherwise give GRIC no access and no frontage road. We do not want another casino along Pecos/202. No casino!

Question: I believe about 7 schools are directly affected by this proposed highway. What are all of the dangers to our kids? Pollution, noise, air. Road closures, what about accidents where large vehicles like trucks, 18 wheelers carrying whatever, fuel, hazardous material seems that the kids would be in very serious danger. Isn’t route I-8 and 85 for trucks? If 202 is a truck route, why are the trucks not using the route we already gave them? NO BUILD. Response: This site is not specifically considered and further information will be included in the air report.

Question: 24th ramps turning 24th into a main artery and what are the issues to affect Estrella Elementary School. Will all of 24th need to be widened and will 24th and Chandler need to be enlarged? How do we handle traffic if a road closure occurs near 24th street? Will traffic route to Liberty Lane, this will affect 3 schools. Response: This was previously discussed.

William Ramsay

Question: Have any comprehensive studies been conducted on the impact to surface streets adjoining the proposed freeway when the freeway becomes closed due to an accident? For example, what would be the impact on 40th St., 24th St., and Chandler Blvd. If the proposed east 202 loop if closed at 40th St.? Where would traffic be routed? Have extra studies – air, noise gas pollution, been evaluated under these conditions? The study AWA in question includes Ahwatukee, Avondale, Laveen and Tolleson. Response: Typically, this is not done.
Melanie Pai, PARC – Protecting Arizona’s Resources and Children

Comment: CAT takes community representation from homeowners associations, but excludes participation from organizations such as PARC which represents hundreds of citizens, from multiple communities, including those NOT represented by an HOA. PARC, Protecting Arizona’s Resources and Children, is formally requesting participation in the SMCAT meetings. PARC has requested a comprehensive, cumulative health study of ambient air quality and pollution effects on children attending schools of similar proximity as those 9,000 students attending school, including preschool, adjacent to the Pecos alignment.

Question: This SMCAT meeting location is not conducive to wide-spread citizen involvement. There is no voice amplification system, no ability for those who are not members of an HOA board to participate. How many citizens in apartments or non-HOA communities are participating the SMCAT meetings and in what capacity? Is it the view of ADOT that persons must own a home in order to participate in this process?

Response: CAT representation considers full coverage of the study area, including non-HOA organizations representing Valley-wide interests. Determination of future representation (additions or changes) is the subject of the CAT. The SMCAT meetings are open to public attendance for the purposes of observation only. The SMCAT has responsibility to determine the level of, public participation and whether it is warranted at this time. The SMCAT has elected to allow the public to attend meetings and to draft questions and comments for SMCAT consideration. Regarding the location, the SMCAT has determined it is adequate for SMCAT needs. Ways to improve voice amplification will be considered. Only 2 of the 22 members are HOA representatives. The others represent planning organizations, communities, or regional organizations. Home ownership is not required for membership.

Question: In telephone conference my organization has held with ADEQ, there was no mention of the Children’s Environmental Health Program personnel having any involvement with the ADOT planning processes. It is my understanding that state law and ADOT’s own defined process requires participation from this particular sub-group of ADEQ and organizations such as PACR, a citizen group comprised of those concerned about children attending school in such close proximity to the freeway. What efforts have been made to include PARC and the Children’s Environmental Health personnel from ADEQ?

Response: ADOT is obligated to follow the process as set forth by the National Environmental Policy Act. The process allows for public input and public disclosure as implemented by the federal lead agency, Federal Highway Administration. ADEQ has been invited to participate in the process from the project outset through the agency scoping process.

Question: The American Academy of Pediatrics has concluded that freeways in close proximity to schools has a severe and clearly measurable impact on children’s health. How do the EPA EIS requirements account for these? What measures has ADOT taken to solicit participation from the American Lung Association, the American Academy of Pediatrics, and other organizations who could provide pertinent information on these relevant topics?

Response: Data provided to the project team is reviewed and determined for applicability to the scope of the study. Consideration of input from such organizations is undertaken through issuance of Notice of Intent in the Federal Register, public and agency scoping, on-going coordination with public and agencies, data collection when conducting impact analyses, and public disclosure in accordance with the National Environmental Policy Act.

Question: PARC, www.protectazchildren.org, has begun a petition due to the broadbased opposition to the freeway’s close proximity to nine thousand students at nine schools. With such strong opposition by so many residents along the proposed Pecos alignment, and beyond, why are there not more specific data models being used to show citizens the levels of concentration of cancer-causing agents, respiratory irritants, etc., by their effects on the body?

Response: The question is noted and has been taken under consideration.

Question: In California, building a freeway of such close proximity to schools as the proposed Pecos alignment would not be deemed legal at this juncture due to new legislation created to protect children. How has ADOT processes, reviewed, analyzed and considered these types of progress in development legislation for relevance in similar situations, such as the Pecos alignment?

Response: The comment is noted and the details of the claim are under consideration. ADOT will follow the NEPA process and all pertinent environmental procedures when considering the comment and related question.

Question: Protection Arizona’s Resources and Children formed specifically because ADOT was not receptive to our comments as individual citizens with regard to concerns about the health and being of children attending school in close proximity to freeways. What recourse do individual citizens have on a continued basis, other than submitting comment cards, to ensure their voices will be heard with regard to pertinent issues?

Response: Public comment can be provided through many venues such as the ADOT website. The public will have the opportunity to formally comment when the Draft Environmental Impact Statement is issued, which is anticipated to occur in late 2006.

Question: Are NEPA guidelines always deemed to be sufficient to gauge the needs of the community as it pertains to the health and safety of its citizens? Have there been prior instances where ADOT has taken additional measures, in addition to those defined in the NEPA process in order to protect the health and safety of persons in the community?

Response: NEPA is required when a federally-funded project or a project that has a federal nexus is proposed. ADOT has worked with local jurisdictions and other agencies on project-related enhancements not deemed mitigation.

Question: How many schools will be located in a ½-1 miles proximity to each of the schools in the west side per each of the west-side proposed alignments? How many daycares? How many elder care facilities?

Response: Some of these issues are covered in Appendix 6-3.
the Social Conditions report, which is available on the website (www.southmountainfreeway.com).

Question: The USEPA – Health Assessment Document for Diesel Engine Exhaust (2002) details specific impacts for children in residential areas and schools. What information and research data from sources such as these are included in the EIS? Does ADOT acknowledge that diesel engine exhaust poses a health risk to children attending school in close proximity to freeways? Response: ADOT has worked with local jurisdictions and other agencies on project-related enhancements not deemed mitigation. Air quality impacts are assessed by ADOT based upon federally established guidelines, as established by the Environmental Protection Agency in accordance with Clean Air Act.

William Ramsay
Question: Please clarify the status of Gila River Indian Community representatives on SMCAT. Is GRIC and related stakeholders – “alottees” – still represented? Response: GRIC representation is currently being researched. All communications with GRIC are through the ADOT Director’s office at this time.

Question: Have any formal studies been conducted on the impact of dust to residential areas adjoining the proposed South Mountain Freeway created by blasting, excavating, grading, and razing of existing structures? What hazards exist in the dust? How many residents of Ahwatukee, Avondale, Tolleson, and Laveen would be impacted? What steps would ADOT take to mitigate this impact? Response: Studies relative to the impact of dust on neighboring communities are regulated under the Clean Air Act. The control of construction-related dust is regulated and permitted by Maricopa County and the contractor would be responsible for permit adherence. Dust-related impacts are defined under the Clean Air Act and are measured by size of particulate matter (PM10 and PM2.5). Assessment of the number of residents affected by construction-related activities is not within the scope of the study. Measures to mitigate will be defined in part by the Maricopa County permitting activities.

David Folts, Concerned Families Along South Mountain Loop 202
Question: Will constructing South Mountain Loop 202 substantially lessen grid lock (lessening exhaust emissions, pollution) on Broadway Curve 1-10, Rte 17, Loop 101, Rte. 51 and if not, shouldn’t improvements be made on the highways where the problems exist? Please include this question in the EIS. Response: Assessment of purpose and need for the South Mountain Freeway project takes into account all other planned transportation improvements (freeway and non-freeway). The assessment concluded that even with all such improvements, a need and a purpose for the South Mountain Freeway project exists.

Question: With proposed I-10 Reliever connection being made to proposed South Mountain Loop 202 and purposely constructed to relieve commercial traffic to South Mountain Loop 202, why isn’t the effects from the volume of traffic from I-10 Reliever included in the South Mountain Loop 202 Environmental Impact Statement? With this added traffic from the I-10 Reliever increases from levels of vehicular exhaust along South Mountain Loop 202 would increase wouldn’t this show more accurate data then without? Response: The I-10 Reliever (SR 801) proposed project is not for the purposes cited in the question. The South Mountain Freeway project does take into account the proposed SR 801 project.

Question: When construction starts on near or around West Van Buren WQARF is it possible for some of this contamination could travel to other aquifers or wells? Please include this question in the EIS. Response: Guidelines for disposal hazardous materials if encountered are set forth by federal regulation.

Question: If contamination does travel from the HDR Engineering identified Van Buren WQARF to other aquifers or wells isn’t the proper way to check for this is through digging test wells and not through the monitoring process described earlier in this meeting. Please enter this question in the EIS Statement. Response: The characteristics of the WQARF site are well-documented and known. If it is determined that test wells are warranted, that will be presented in the EIS.

Question: Are the contaminants mentioned by HDR Engineering (Trichloroethelene, Dichlorehelene, etc.) above the U.S. limits for drinking water standards. If so, what are the present limits? Please enter this question in the South Mountain Loop EIS. Response: This data is not pertinent to the scope of the study.

Question: Could the contaminants mentioned by HDR Engineering in the (DEC, TCE, etc.) be considered liquid organics and if they are liquid organics, would they have a tendency to rest at the very bottom of the water hole? If they reside at the bottom of the water table can they be reduced or removed? Please describe how this process works. Response: This data is not pertinent to the scope of the study.

Question: Are the contaminants found in the WQARF Van Buren Site as identified by HDR Engineering considered carcinogens using U.S. or CA standards? Is one of the contaminants found in the WQARF Van Buren Site Perchlorohylene? Please enter this question in the South Mountain Loop 202 EIS. Response: This data is not pertinent to the scope of the study.

Question: A representative of HDR Engineering identified a WQARF site that had potential pesticides and herbicides in the water table. He also stated that the above mentioned HDR Rep also stated that many of these compounds break down on their own. What length of time is required for these contaminants to break down to 50 percent of original value in below grade water tables? Please identify each contaminant the start value and time required per contaminant. Please put this question in the South Mountain Loop 202 EIS. Response: This data is not pertinent to the scope of the study.
Question: What is the highest permissible noise measurement allowed in a resident’s back yard once a highway is built? If the noise level is above this what action is taken to reduce this noise and what is the maximum time allowed for ADOT to remedy this situation?
Response: Procedures to address post-construction activities and responsibilities were described at the meeting and will be presented in the EIS.

Question: What will be the average height of the wall on the north side of South Mountain Loop 202 between 32nd and 40th Street? How was this determined?
Response: It will be done in accordance with ADOT Noise Policy as described in the meeting.

Question: Will rubberized asphalt be used on South Mountain Loop 202 as it passes through Ahwatukee and if it is will this shorten the highway walls in Ahwatukee neighborhoods?
Response: Rubberized asphalt is planned. It is premature to assess affects of such a measure on wall heights.

Question: Because South Mountain Loop 202 will serve as a natural bypass for commercial traffic around Phoenix could this highway be one of the noisiest in AZ or the U.S and if this is the case shouldn’t this highway be the example for proper noise mitigation?
Response: ADOT’s Noise Policy is used in determination of noise mitigation. ADOT’s policy is more stringent than current federal guidelines.

Question: How is highway noise mitigated on elevated sections of highway as in South Mountain Loop 202?
Response: It will be done in accordance with ADOT Noise Policy as described in the meeting.

Question: Is it possible to point, put or bounce noise in a commercial area away from a residential area, i.e. noise is directed away from homes along a highway to a store parking lot or where factories reside.
Response: This issue was previously discussed.

Question: What are allowable noise standards of AZ and U.S. along highways? If a homeowner thinks the noise level in his yard is above allowable limits, who will test and at what time frame must this be done? Does ADOT oversee the above-mentioned testing and pay the contractor who measures this noise?
Response: Noise standards will be presented in the EIS. Procedures to address post-construction activities and responsibilities were described at the meeting and will be presented in the EIS.

Question: As traffic increases along South Mountain Loop 202 years after it is built will the noise also increase? If the noise does in fact increase how log will it be before noise mitigation techniques were implemented? Are db measurement then taken again to est. noise reduction? What is the average time frame for the above-mentioned process?
Response: Noise barriers when determined to be warranted are based upon volumes projected to occur during the design year, in this case, 2030.

Question: I heard mentioned that FHWA will not provide funds for a highway project that will not connect from the east to the west, i.e. the west side of the highway stops at South Mountain Park the east side of the highway stops at South Mountain Park. Who from the FHWA made this decision?
Response: The issue of logical termini and independent utility is a function of the National Environmental Policy Act.

Question: When considering build vs. no-build, be sure to include the effects on air quality.
Response: Comment noted.

Ralph Guariglio
Question: 1) Will there be any restrictions on hazardous material (dangerous goods) on hazardous waste transportation on this freeway? 2) What happens to all the earth that will be removed from South Mountain and from the other areas where the freeway might be constructed/depressed?
Response: Restrictions for transporting hazardous materials are not planned for on the South Mountain Freeway. The freeway is designed generally with a goal to balance cut and fill. If excess material occurs, it will be disposed of at approved disposal sites.

Teri Pinkstaff
Comment: How much of our tax dollars has and will be wasted determining the route of a highway that may then be determined to no-build. What a waste to put the cart before the horse.
Response: Comment noted.

Daniel D. Pinkstaff, 17010 S. 34th Street
Comment: Another giant government boondoggle, start talking to the Indians now! Why does ADOT go public with this information when it’s incomplete? ADOT employees appear to be rude misinformed and uncaring.
Response: Comment noted.

1-19-06

Beginning with the January 19, 2006 meeting, written comments and questions from the public are accepted at SMCAT meetings and if time permits, new questions may be read and addressed at the end of the meeting at which they are submitted. Following the meeting, the SMCAT receives a typed copy of the comments, which will also be provided to the public at the subsequent meeting. At the request of the SMCAT, these issues may be added to the next agenda.

Responses shown were provided at the February 2, 2006 meeting at the request of the SMCAT.

Brian Smith
1. What biological species are identified within the project area that are endangered and/or protected (specifically)?

Comment noted.
2. Are you saying there is no significant movement of species between So. Mountain and the Estrella Mts? **Response:** There are no migration corridors, but there are movements of wildlife.

**Greta Rogers**
1. Will the meetings (future) be publicly noticed and open to all, including the one with Gov. Wm. Rhodes, GRIC? **Response:** Public meetings are posted. Staff and other internal meetings are not open to the public.

2. Why NOW are you devoting meeting agendas to West Side routes and not the entire plan I-10E to I-10W (no defined terminus to date); This reflects planned avoidance of Pecos.

3. “Impossible to measure ozone” in project corridor; can measure CO2 emissions from vehicles at locations chosen and CO2 must be addressed regionally.” Why don’t you reveal EPA requirements – They’re known and established and Phoenix area on notice for compliance of P. 10 by end of 2006 and now due to exceedence of compliance and impossible goal to attain (notice to ADEQ by EPA 12/05). **Response:** We will provide an answer to this question during the air quality presentation.

**William Ramsay**
NEPA requires all cumulative impacts of a proposed project to be examined in the EIS process. The I-10 reliever must be considered in the EIS process as it will be connected to the proposed South Mountain Loop 202, and both are connected and interrelated.

**David Folts, Concerned Families Along S Mt Loop 202**
1. During the summary of Cultural Resources you mentioned reporting on impacts to prehistoric sites. Please define what a prehistoric site is.

2. Is there a required release rate (flow, gpm) over area when directing rainwater, runoff to lower area? If there is, what is this rate and what engineering principles are used to control this rate. **Response:** I will need to review this with our technical people.

3. I can’t understand why many of the planned construction schedules for highways in the extreme south and east of Phoenix (area, SanTan, etc.) don’t start until the years 2020 through 2030 instead of planning and making the alignments now. Construction for the above mentioned areas should start before the end of decade to avoid severe traffic problems a.k.a. staying ahead of the curve.

4. If ADOT builds the west side of proposed S Mt Loop 202 first, then years later build the Ahwatukee portion of this highway would it require another EIS? How long does this Environmental Impact Statement stay in effect? Is there a time frame this entire project must be completed by according to laws concerning EIS policy?

5. If traffic (S MT Loop 202) was diverted from existing regional existing air monitors wouldn’t this benefit? What is referred to as Regional Air Quality scores?

6. I have heard mention of Particulate Matter 10 being measured and possible being reduced in future air data along with being included in proposed S Mt Loop 202. Aren’t PM2.5 reading to be included in the EIS? Also, why wasn’t there a discussion on PM2.5 with projects on same? **Response:** We will provide an answer to this question during the air quality presentation.

7. It appears that the majority of 202 that runs between 10 and Loop 101 running west along southern edge of Chandler is fully depressed or semi-depressed. Ho and why was this design and build decision made?

8. During the EIS presentation of Cultural Resources, Mark Brodbeck from HDR Engineering state they do surveys to ensure cultural sites are found before construction begins. How are the surveys done and how would this be handled i.e. North America Native Artifacts be found if they were only inches below the surface of the soil? Will any attempt made to find out if artifacts reside just below the soil?

**2-2-06**
Responses shown were provided at the February 2, 2006 meeting at the request of the SMCAT.

**Larry Lee, citizen concerns**
1. Have NEPA and SEPA concerns been addressed? How has the pollution data evolved in the past 20 to 25 years since this freeway was originally proposed? What health issues have evolved or changed in the last 20 to 25 years that could affect the EIS?

2. What study has ADOT performed regarding traffic issues on surface streets when highway closures occur?

3. Since ADOT has been made aware of the connector between the proposed Loop 202 and the Canamex Highway, how does that connector impact the EIS and the communities involved?

4. As it pertains to noise…has the SMCAT been educated on scientific methods for evaluating noise pollution? Does the SMCAT know what the decibel numbers actually represent such as a hearing test? –Comparison test, wave carry tests at distances and elevations, etc…?

5. Has there been a study regarding numbers of drunk drivers associated with casino locations?

**William Richardson**
I’ve seen constructions costs ranging from $900 million to $1.3 billion, but this does not include 1) additional purchase of right-of-way land, 2) relocation costs of displaced businesses and residences, and 3) relocation of utilities. Can ADOT provide some
guidance on total estimated costs using an historical relationship of construction costs to
total costs? For example, if in similar projects construction costs were 50% of the total
cost, then the projected total cost for South Mountain Freeway would be in the $1.8 to
$2.6 billion.

David Fultz, Concerned Families Along South Mountain Loop 202
1. This question is in regard to comment on public question. To allow public questions
to be read out loud just stay true to your schedule and reserve 15-30 minutes for these
questions to be read. If the schedule states the last 30 minutes, 8:30-9:00, are for
questions, then stop the meeting and read the questions. If there is still time left then
continue with the meeting or adjourn.

2. You were discussing changes to W71 and how this property wasn’t considered 4(f)
because there were plans to put a gate around the land with a lock around the entrance
gate. What specific reason changes the 4(f) status when the above process happens
(gates and locks)?

3. I have heard that as South Mountain Loop passes through South Mountain Park it will
cut into the national hiking trail on the west side of South Mountain Park. If this trail
is in fact taken to build this highway, will anything be done to reroute it?

4. What governing body or person will make the decision if South Mountain Loop 202
becomes a hazardous cargo route? Is this covered on the EIS?

5. If some of the SMCAT members do not agree with any of the three alignments on the
west side of South Mountain Loop 202 will they be allowed to vote no-build?

6. Will there be a direct up or down vote on the three alignments from the SMCAT or
will the evaluation scoring criteria be used to select the alignment?

7. With the weighted criteria used during the evaluation process wouldn’t a person have
to make all of his scores weighted as not to lesson the value of his vote/score.

2-23-06
The SMCAT did not request responses to the public comments shown below.

Melanie Pai, PARC Protecting Arizona’s Resources & Children
www.protectazchildren.org
1. Question: What involvement has the Arizona department of public health had to this
process?

2. Question: What year was the ADEQ permit to build issued? The permit addresses
health concerns and other factors which should be considered prior to permitting and
building of the freeway. If MSAT research shows new concerns, should the permit
be re-evaluated?

David Fultz, Concerned Families Along South Mountain Loop 202
1. Question: What percent of funding for the cost then west side of South Mountain
Loop 202 will be Federal? State and ½ cent sales tax. If there is a difference in the
funding from each of the above mentioned sources from East to West, please state the
separate totals.

2. Comment: Please show on a map the channels that will be used when releasing rain
water along the entire length of South Mountain Loop 202. Include average annual
rainfall, rain storms occurring in short period of time i.e. 4 hours during the summer
and fall. Also include the effects from 100 year rainfall, i.e. worst individual rainfall
in a 100 year time frame. Please include flow rates total accumulation and show
where this occurs on the above mentioned map. Please include this information in the
South Mountain Loop EIS.

3. Question: Is PM 2.5 also required to be tracked for the South Mountain Loop 202
EIS? If so, where are the reading and statistics for PM (2.5)? Is most of the
particulate in PM 2.5 in the Phoenix area from vehicle exhaust?

4. Question: If no build option is selected, could some of the funding (non sales tax $ S
Maricopa) be diverted to other ADOT projects in SE and Northern Maricopa, Pinal
and Yavapi Counties? Would this also bring the schedules in so the above mentioned
highways and transportation projects could be built sooner than some of the projected
dates of 2025-2030?

5. Question: Why is PM 10 so harmful to humans? What organs get the most exposure
to PM 10?

6. Question: Why is PM 2.5 so harmful to humans? What are some of the harmful
effects to human tissue and health (longterm) from exposure to PM 2.5? What organs
get the most exposure to PM 2.5?

7. Question: Aren’t the EPA model’s ADOT and HDR Engineering are using showing
potential projected incorrect in this instance. I mention this because South Mountain
Loop 202 has the potential to serve as a commercial bypass around Phoenix. If this is
the case, wouldn’t a higher degree of particulate be in the air within a 3 mile ribbon
along this highway?

8. Comment: A real injustice was done when PM 2.5 wasn’t discussed including pie
charts and graphics during the 2/23/06 SMCAT Meeting. Examining only PM 10 and
then pointing out that only 2.1% was due to on road vehicle exhaust improperly
showed greater Phoenix air issues. Please cover PM 2.5 as thoroughly as you did PM
10 as to inform the populace to reduce the above mentioned level of pollutants to live
a healthy and full life.

9. Question: If the smaller particles (less that 1 micron) are the most dangerous to your
health, why not show the levels/measurements that reside in out air? What are the ill
effects on human health when exposed to particles from vehicle exhaust less than 1 micrometer in diameter?

3-2-06

Time permitted for all questions and comments to be read to the CAT. Responses shown were provided during the March 2, 2006 meeting.

David Fultz, Concerned Families Along South Mountain Loop 202

1. **Question:** Can the SMCAT team make a recommendation not to be selected as a hazardous cargo route for South Mountain Loop 202? **Response:** The CAT can make this recommendation, however, this is an ADOT decision.

2. **Question:** When doing the cost evaluation during the 3/2/06 SMCAT meeting wouldn’t this criteria have to be used for all other future transportation issues to be fair to Ahwatukee residents? **Response:** The intent of the criteria is to use it for both the west and east sides.

3. **Question:** Using past history can you show SMCAT members to most to least expensive criteria items for building a highway, i.e. 1) land, 2) asphalt, 3) labor? **Response:** (Edwards asked the CAT if they would like to receive this information, and members indicated that they did not require this information.)

4. **Question:** In mid-November of 2002 ADOT held meetings showing the alignment, latest design and right-of-way for South Mountain Loop 202. Also shown were homes that were needed for this latest design to work. Is there a law in place where ADOT must tell the homeowners identified in the right-of-way if their homes will be demolished/purchased or if they will be left intact? **Response:** Once a corridor is adopted by the Regional Transportation Board, ADOT has 18 months to initiate a right-of-way purchase.

5. **Question:** Can you let the SMCAT members know of a proposed highway called the National Freight Corridor (i.e. from Tallahassee to San Diego) and how this would affect the air quality and traffic conditions in greater Phoenix area? **Response:** (Edwards asked the CAT if they would like to receive this information, and members indicated that they did not require this information.)

6. **Comment:** As of 2:00 p.m. the day of the SMCAT meeting 3/2/06 I didn’t see the summary (meeting minutes) posted. I felt this is unfair for the public that would attend the SMCAT meetings. Please put some procedure or policy in place to at least let the public find out what happened at the last meeting before attending the next.

7. **Question:** On the South Mountain Loop 202 corridor study web page ADOT states, “Typically, the reported number of homes and businesses goes down as the study progresses, the locations affected may change as well.” What does this last statement mean for Ahwatukee homes that fall inside the present right-of-way for South Mountain Loop 202? **Response:** (Mike Bruder explained as follows:) As we move forward with the design process, the right-of-way is further refined. Effectually, we attempt to show the worst case scenario – that with the most right-of-way.

8. **Question:** Can the SMCAT members abstain from voting if they do not agree with any of the three alignments rather than the no-build option? **Response:** Once a CAT member begins the evaluation process, they must complete it. However, a CAT member could opt out of the evaluation entirely.

William Ramsay

**Comment:** SMCAT members should not be evaluating westside alternatives based on accounting costs (those direct costs such as material and labor). Instead, SMCAT members should be evaluating alternatives based on economic costs, specifically, externalities and social costs impacting communities as a result of the proposed freeway. The same evaluation criteria should be applied to considering the eastern alignment. Accounting costs, along with safety considerations, are beyond the scope and control of SMCAT.

3-30-06

The response shown was provided at the April 6, 2006 meeting at the request of the SMCAT.

David Fultz, Concerned Families Along South Mountain Loop 202

1. Who authored i.e. group or company the VISSIM Software for the microsimulation traffic flows shown at the 3/30/06 SMCAT meeting? Did a branch of government or department pay a company to develop this software? **Response:** VISSIM is the latest simulation package used around the country. It’s development was partially financed through the federal government, a university in Florida, and ITE, the Institute of Transportation

1. HDR and MAG have shown total daily traffic flows on the three west side alignments so they must have a good idea on traffic flows at certain times of the day. What would the vehicles per minute weekdays be at 7, 8, and 9 a.m. and 4, 5, and 6 p.m. on the three alignments on the west side of South Mountain Loop 202 in the years 2006, 2010, 2020, and 2030?

2. Do the traffic and population projections MAG has shown in today’s meetings take in the effect of increasing property values and the availability and cost of water? Also, isn’t this the same group (MAG) that stated only 10% of overall traffic on this natural bypass (South Mountain Loop 202) will be truck traffic?

3. On the last west side ADOT meetings concerning the I-10 reliever, a map was shown with the points of connection from (west side) South Mountain Loop 202 to route 85. Is this the same route 85 that will be designated for an International Freight Corridor called Canamex?
The SMCAT did not request responses to the public comments shown below.

**Dave Swisher, Mountain Park Community Church**
When a church is in the right away and cannot be relocated to an existing facility, how is the purchase, construction and relocation handled by ADOT?

**David Folts, Concerned Families Along South Mountain Loop 202**
1. Can ADOT state the name and number of the law that they have quoted where ADOT or another governmental body has 18 months to decide when to purchase real estate identified in the South Mountain Loop ADOT right-of-way zone?
2. An ADOT relocation expert (Dave) stated that they have used one company/person for the last 20 years for appraisal values. Why is this, are his reports of higher quality, is this a process that goes out to bid or quoted on?
3. Under Public Comment Summary, a rep from Gunn Communications stated that questions or comments submitted were taken from respondents with a Tolleson ZIP code. What happened to the questions asked by the public who had ZIP codes outside Tolleson who attended these meetings?
4. During ADOT’s final review, you showed how the Draft Criteria would be shown in pairs i.e. (noise reduction) vs. (overall cost of highway). Why not just let the SMCAT members assign a value of each criteria individually?
5. Under Public Comments, if a person who attended one of the meetings shown under the Public Comment Presentation submitted five questions/comments either for or against the proposed highway would that be counted as five pro or con highway?
6. Is there a minimum distance a highway can be constructed to a home? Please use the shoulder of a planned highway when giving measurements for any policies, rules or laws that exist for the above question.
7. How close has ADOT constructed a highway to a home in the past that it has not purchased, condemned?
8. If the costs were deemed too high to acquire the additional property/real estate shown, is the right-of-way zones shown on ADOT November '05 meetings. Would ADOT then abandon these plans and then just build a two or three lane highway regardless of how near structures (homes) are to this proposed highway?

---

**SMCAT Members FINAL**

**South Mountain Freeway Evaluation Criteria**

**4-27-06**

**Alternative Modes/Multi-modal**
The corridor provides for existing and future transit opportunities, park & ride facilities, and multi-use trails. (MULTIMODAL)

**Design Obsolescence**
The design provides for 2030 average daily traffic at a level of service D or better while providing for community access. (OBSOLETE)

**Noise**
Noise levels in proximity to the freeway should remain low and unobtrusive to normal everyday life and not exceed 64 dB. (NOISE)

**Ecological**
Does not disrupt wildlife habitat and connectivity, native vegetation, or natural water flow. (ECOLOGICAL)

**Visual**
The freeway and its traffic is not visible from grade, any visible component of the concrete structure is mitigated through landscape and architectural design. (VISUAL)

**Community Cohesion**
The selected alternative provides the necessary regional transportation capacity while providing the needed safe community connectivity at appropriate locations, and does not create a physical, psychological, or economic barrier. (COHESION)

**Displacement**
Freeway alignment will disrupt or displace the minimum number of homes, businesses, schools, and parks. (DISPLACEMENT)

**Design and Operations**
Maximize operational efficiency and minimize congestion at freeway system interchanges and improve functionality of regional freeway and street systems. (OPERATIONS)

**Project Cost**
Cost should be a consideration: total cost of constructing the freeway is assessed with the gains and losses to the affected communities. (COST)

**Quality of Life**
The freeway will not interfere with everyday life while allowing convenient accessibility to community facilities with minimal impact to residential areas. (QUALITY)

**Air Quality**
The design and location of any new freeway built will maximize traffic flow and minimize the impact to regional air quality. (AIR)
South Mountain Transportation Corridor Study
Citizen Advisory Team

April 27, 2006

Mr. Victor Mendez
Director
Arizona Department of Transportation
205 South 17th Avenue
Phoenix, AZ. 85007

Dear Mr. Mendez:

In November 2001, the Arizona Department of Transportation formed a Citizen Advisory Team (CAT) to examine the issues and alternatives for the South Mountain Transportation Corridor Environmental Impact Statement. As members of this group, we were asked to communicate with citizens in our communities, neighborhood groups and stakeholder organizations to advise ADOT on how best to communicate with citizens in this area. We were also asked to provide feedback regarding the technical and environmental issues associated with the alternatives developed and evaluated with this project.

After 39 meetings over the last 4 ½ years and numerous presentations we completed an evaluation process to determine which Westside alternative we would prefer if a build option is ultimately chosen. Our group will be discussing whether or not the freeway should be built later this year.

The criteria we used to determine a preferred Westside alternative included:
- Alternative Modes/Multi-Modal
- Design Obsolescence
- Noise
- Ecological
- Visual
- Community Cohesion
- Displacement
- Design and Operations
- Project Cost
- Quality of Life
- Air Quality

On April 27, 2006, the members of the South Mountain CAT reached a decision to recommend the W101 as the preferred alternative for the Westside.

Using a computer assisted decision making process, W101 scored the highest as indicated on the attached graph. Although W101 was not the unanimous preference of the group, it was the team’s recommendation.

However, we express concern with the impacts to the communities surrounding the W101 corridor. We want to continue to work with ADOT to discuss the three W101 options in order to minimize those impacts as much as possible.

Our next process will be to evaluate the Eastside alternative(s) and a final recommendation of build or no-build for the South Mountain Freeway.

Sincerely,

[Signatures]
<table>
<thead>
<tr>
<th>Gunn Communications</th>
<th>Page: 1</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>MULTIMODAL/TOBIOITE</td>
</tr>
<tr>
<td>W15</td>
<td>295.73</td>
</tr>
<tr>
<td>W11</td>
<td>385.16</td>
</tr>
<tr>
<td>W181</td>
<td>345.62</td>
</tr>
<tr>
<td>Importance</td>
<td>37.23</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gunn Communications</th>
<th>Page: 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>COST</td>
</tr>
<tr>
<td>W15</td>
<td>427.66</td>
</tr>
<tr>
<td>W11</td>
<td>388.08</td>
</tr>
<tr>
<td>W181</td>
<td>386.80</td>
</tr>
<tr>
<td>Importance</td>
<td>36.59</td>
</tr>
</tbody>
</table>